

1994

GENERAL PLAN

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SCOTTS VALLEY GENERAL PLAN

1994

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SCOTT'S VALLEY GENERAL PLAN

1964

SCOTT'S VALLEY DISTRICT

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Tom Miller
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Richard J.

SCOTT'S VALLEY DISTRICT

Chairman John
Richard J.
Tom J.
Vernon J.
Tom Miller

SCOTT'S VALLEY DISTRICT

Chairman John
Richard J.
Tom J.
Vernon J.
Tom Miller
Mayor Elmer
Mayor Eugene J.

SCOTT'S VALLEY DISTRICT

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INTRODUCTION

What is the Scotts Valley General Plan?

The Scotts Valley General Plan is the official document used by decision makers and citizens to guide and interpret the City's long range plans for development of land and conservation of resources. Each city and county in California is required by state law to adopt a General Plan documenting its intentions for future development and conservation. The General Plan must contain a land use map, adopted policies and supporting information adequate to make informed decisions concerning future change in the community.

Scotts Valley's Plan is general and flexible enough to allow for future change but specific enough to inform citizens and decision makers of the City's policy regarding the future use individual properties. The Plan identifies methods for improving public facilities and services to meet community needs and establishes a framework within which zoning, subdivision and other government regulations are implemented. The Plan provides a long term perspective, including projections for accommodating growth based on the most current available information.

The General Plan meets all requirements for general plans stipulated in state law, including the seven mandatory elements: Land Use, Circulation, Housing, Public Safety, Conservation, Open Space and Noise. The Plan also includes two optional elements, Parks & Recreation and Public Services & Facilities.

INTERPRETATION OF THE GENERAL PLAN

The California courts have long described the General Plan as, "...a constitution for all future developments within the city. No mechanical reading of the plan itself is sufficient..." *O'Loane v. O'Rourke* (1965) 231 Cal.App.2d at p. 782. Like the Constitution, Scotts Valley's Plan must be allowed to grow and change in response to changing circumstances. Like the Constitution, this evolution will occur through formal amendment and through the course of interpretation. The City Council shall be the supreme court for interpretation of Scotts Valley's General Plan.

As a statement of community values, Scotts Valley's Plan contains many generalized goals and policies. These form an internally consistent set of goals and policies. However, these general goals and policies will have to be balanced against each other by City policy makers with respect to a specific site and/or proposed project.

The Glenwood, Skypark *and Gateway South specific plans have been adopted by the City which set forth design guidelines and land use policies that are unique to these sites. These *three specific plans, along with the adopted land uses and policies, and any subsequent amendments thereto are hereby incorporated into the General Plan. Any inconsistency between a policy found in the General Plan and one found in the specific plans shall be interpreted in favor of the specific plans.

Whenever the General Plan language will reasonably permit a choice between adopted goals and policies, the policy-makers shall be free to select that construction which makes the best sense in light of existing and future community circumstances.

HISTORY OF PLANNING AND DEVELOPMENT IN SCOTTS VALLEY

Scotts Valley is located with Santa Cruz County, off Highway 17 (see Figure 1). Scotts Valley has been transformed from an agricultural and dairy community in the 1860's to more intense commercial and residential development in the 1900's when the peaceful redwood forests and mild climate made the Scotts Valley area attractive to summer visitors. Real estate was a thriving industry as early as the mid 1950's. Scotts Valley was even then becoming a bedroom community, with people commuting to Lockheed in Sunnyvale and IBM in south San Jose.

Since its incorporation, the City has been dealing with physical changes because of rapid population increase and local development. Protection and proper management of the community's resource can pose both problems and opportunities for City planning. Some important dates associated with past planning efforts in Scotts Valley are listed below:

- 1968 - Land Use Plan of Scotts Valley adopted
- 1972 - First General Plan of Scotts Valley adopted
- 1975 - Seismic and Geological Hazards Element of Scotts Valley adopted
- 1978 - Second General Plan of Scotts Valley adopted
- 1980 - Open Space Implementation Plan of Scotts Valley adopted
- 1982 - Housing Element of Scotts Valley adopted
- 1986 - Third General Plan of Scotts Valley adopted
- 1993 - Revised Housing Element of Scotts Valley adopted

*added at 7/10/95 City Council meeting (Resolution #1549)

HOW TO USE THIS DOCUMENT

The General Plan is written for all members of the community, including residents, business persons, city officials, and those interested in the future of the City. The document is written in lay language with detailed technical data references in supporting documents.

The Plan is divided into eight chapters, including the nine General Plan Elements:

- Land Use
- Circulation
- Housing
- Conservation & Open Space (combined into one chapter)
- Noise
- Safety
- Public Services & Facilities
- Parks & Recreation

Each element contains two sections; text, a discussion of existing and future conditions; and goals, policies and actions. Figures referenced in the text of each element appear at the end of each element.

CITIZEN PARTICIPATION AND THE GENERAL PLAN PROCESS

The former General Plan was adopted in 1986 after two years of data gathering, policy formulation, evaluation of alternatives, and plan development. Comments from special interest groups, resource agencies, and other governmental jurisdictions were considered and, where appropriate, incorporated. A nine member citizens advisory committee, representing a broad spectrum of interests in the City, was instrumental in preparing the General Plan. The 1994 General Plan retains all pertinent information from this 1986 Plan.

In 1990, the City Council formed a Housing Task Force to evaluate Scotts Valley's housing needs. This Task Force was instrumental in reviewing and recommending housing goals, objectives and programs for the Housing Element. The Task Force represented the Planning Commission, business community, residents of Scotts Valley, Santa Cruz Housing Authority, realtors, and developers. The Housing Element was adopted by the City Council in 1991, revised in 1992 and 1993. The Housing Element was certified by the State Department of Housing & Community Development in 1993.

In 1991, the City Council adopted a Mission Statement which clarified and reinforced their commitment to Scotts Valley residents. This Mission Statement was used by future subcommittees throughout the process of amending the General Plan.

The Mission of the City Government of the
Urban Forest
of
Scotts Valley

Our goal is to provide our residents with the environment of a tranquil, verdant forest and the services of a modern, small city.

The following components are necessary to establish that environment:

- ~ Protecting the hillside forest which provides the essential character of the valley.
- ~ Developing the urban core near major transportation corridors.
- ~ Fostering a healthy business community which can provide most of the goods and services we need within our own City.
- ~ Improving pedestrian accessibility to and through the forest around us.
- ~ Ensuring a broadly based housing supply.
- ~ Establishing a variety of parks which enhance recreational opportunities and allow us to enjoy the forest around us.
- ~ Providing an environment in which we feel safe enough to freely enjoy life.
- ~ Providing efficient, courteous, fiscally sound government service which we all trust.

The process of amending the remainder of the elements was similar to the Housing Element. Seven different subcommittees were appointed by the City Council representing various interest groups in and around the City. Using the Mission Statement as a starting point, each subcommittee spent several weeks reviewing and editing the element. Following the subcommittee's work, each element was presented to the Planning Commission for public hearing and recommendation. The City Council also conducted public hearings on the elements before accepting the element as a revision to the General Plan.

The only element prepared by a consultant was the Noise element. The final General Plan is a compilation of this extensive planning process which occurred over many months.

SCOTTS VALLEY PLANNING AREA

The goals, policies, and objectives of this General Plan apply to a greater geographical area than the City. As required by state law, a city's general plan must address areas outside its city limits that bear some relationship to its planning. To satisfy this law, a boundary line was established which encompasses all land within the City and unincorporated lands that may be affected by City planning decisions. This area, hereafter referred to as the "Planning Area" encompasses approximately 8.3 square miles, compared to approximately 5 square miles contained within the City limits. Figure 2 depicts the boundary of the Planning Area relative to Scotts Valley's city limits.

To define unincorporated lands which may be annexed to the City, the Local Agency Formation Commission (LAFCo) commissioned a Sphere of Influence Study for the City. The "sphere" is a plan for the probable ultimate physical boundary and service area of a jurisdiction or agency. The Scotts Valley Sphere of Influence Study was adopted on October 16, 1985.

The boundary of the Planning Area follows a relatively irregular path and is defined by a number of features, such as roads, property lines, and land grant rancho lines. Beginning in the northeast corner of the Planning Area, the boundary roughly follows Vine Hill Road (Branciforte Drive) for nearly a mile in a southerly direction. At this point, the boundary continues south and lies about midway between the Scotts Valley city limits and Branciforte Drive. This boundary of the Planning Area essentially follows property lines in this area. The boundary then makes a 90-degree turn to the west (at a point roughly parallel to the intersection of Scotts Valley Drive and MacDorsa Drive). At this point, the property line of the Rancho San Augustine defines the Planning Area boundary and continues to do so for the remaining eastern extent of the Boundary Area.

The southern boundary of the Planning Area also follows the Rancho line, as does the western boundary, until the western boundary intersects with Bean Creek Road. The western boundary then follows Bean Creek Road in a northerly direction. Approximately one-fifth of a mile below the intersection of Bean Creek Road and Glenwood Drive, the boundary veers to the east. At its most northerly extent, the northern boundary line lies approximately one-half mile north of the city limits. It makes several 90-degree turns, but tends to the east until it intersects with the boundary line defining the eastern side of the Planning Area.

LIST OF FIGURES

11" x 17" Figures are located at the end of each chapter as follows:

<u>CHAPTER</u>	<u>FIGURE</u>	<u>DESCRIPTION</u>
Introduction	2	Scotts Valley Planning Area
Land Use	LU-1	Land Use Plan
Circulation:	C-1	Streets & Highways Functional Classification
	C-2	Citywide Transportation Plan
Open Space & Conservation:	OS-1	Viewsheds and Scenic Corridors
	OS-2	Archaeological Sensitivity Zones
	OS-3	Plant and Wildlife Habitat
	OS-4	Mineral Resource Zones
	OS-5	Hydrological Resources (Recharge Areas)
	OS-5.1	Hydrological Resources with High Protection & High Management
	OS-6	Landslide Deposits
	OS-7	Slopes
Noise	N-1	Existing Noise Contours
Safety:	S-1	Fire Hazard Areas
	S-3	Liquefaction Potential
	S-4	Landslide Deposits
	S-5	Slopes
	S-6	Evacuation Routes
Public Service & Facilities	PS-1	Public Facilities

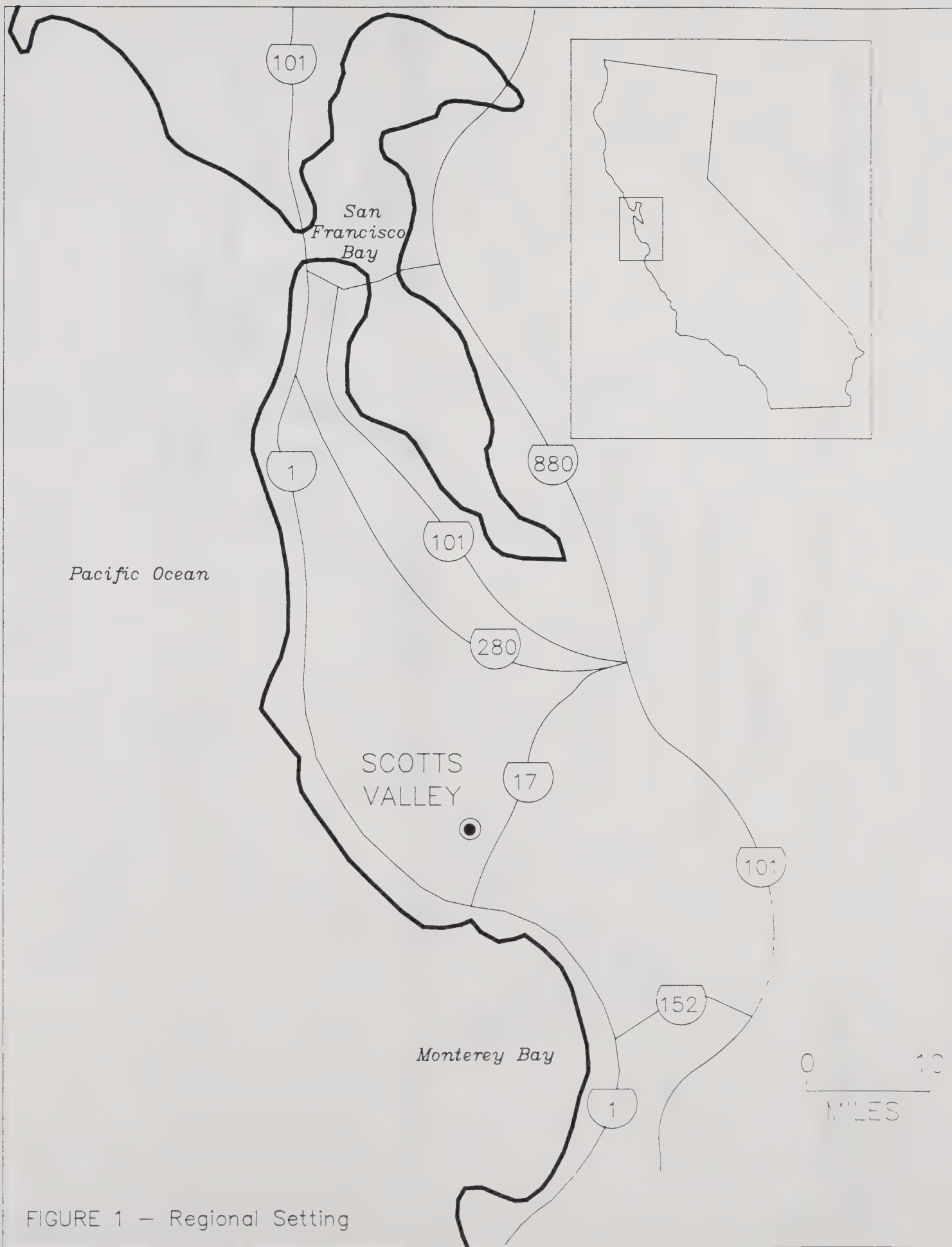
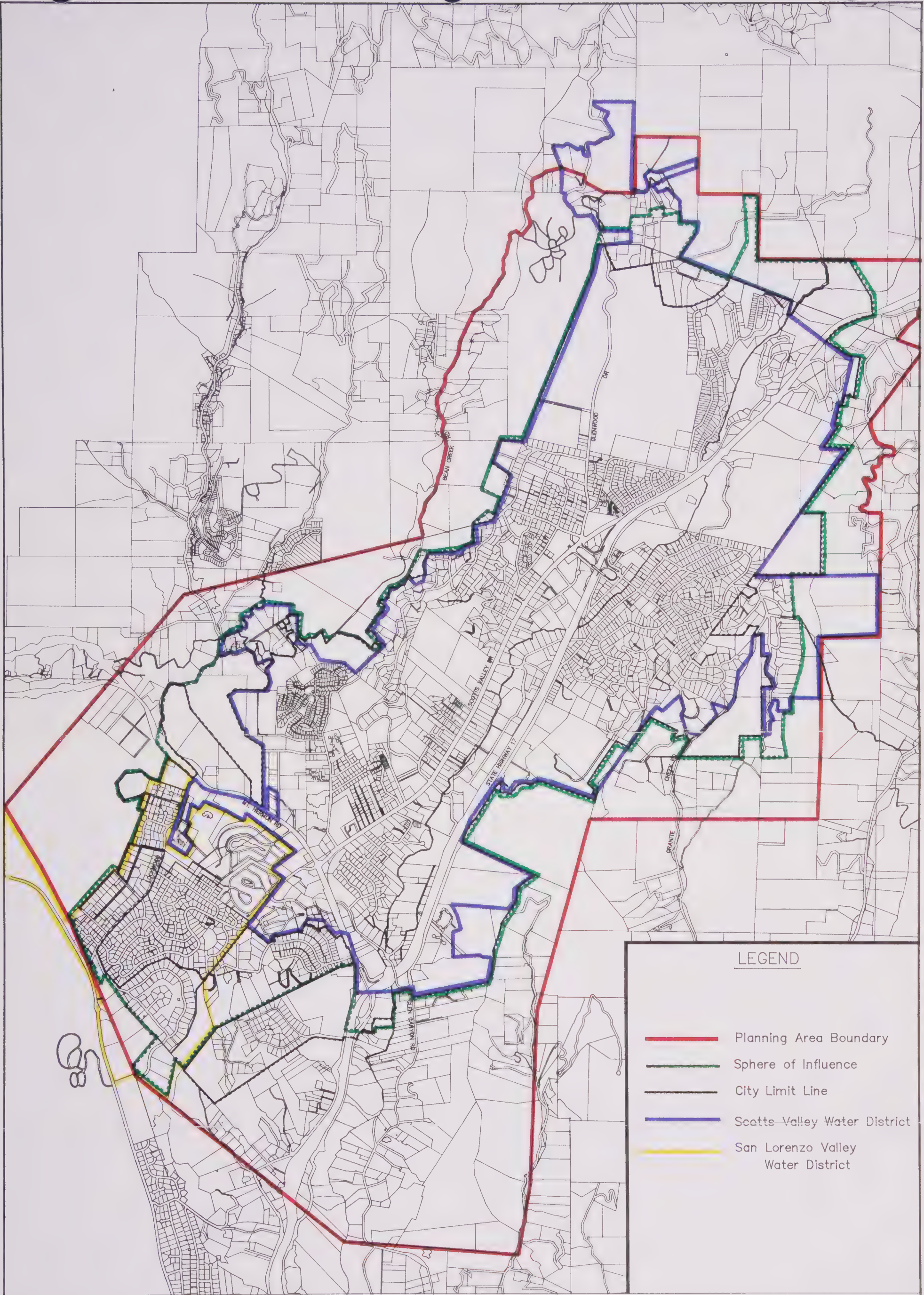


FIGURE 1 — Regional Setting



LEGEND

- Planning Area Boundary
- Sphere of Influence
- City Limit Line
- Scotts Valley Water District
- San Lorenzo Valley Water District

Figure 2

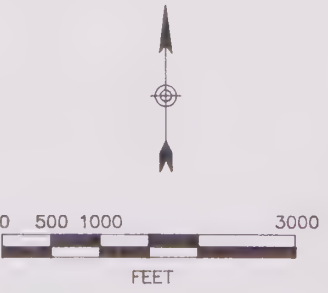
City of Scotts Valley

General Plan

Scotts Valley Planning Area

DISCLAIMER
 THIS MAP WAS DEVELOPED PRIMARILY FOR THE GENERAL PLAN.
 THE CITY IS NEITHER LIABLE NOR RESPONSIBLE FOR USE OF THIS
 MAP BEYOND ITS INTENDED PURPOSES.

BASE MAP: LYNX Technologies



CHAPTER I

LAND USE

The land use analysis examines the pattern of existing development; that is, it examines the extent and location of land developed with various uses. Existing zoning is the implementation tool for land use. Zoning law regulates the permitted uses and densities of all land in the City. The current holding capacity analysis examines the availability of vacant land for various development uses and estimated total development potential under existing zoning.

The land use plan is intended to protect the hillside forests which provide the essential character of the Valley, develop the urban core near major transportation corridors, foster a healthy business community which can provide most of the goods and services for the City and ensure a broadly based housing supply.

Recommended by Task Force November 19, 1992

Recommended by Planning Commission to Council January 14, 1993

Accepted by City Council at Public Hearing, April 21, 1993

The Land use Element contains text, policies and a map indicating the planned location, amount and intensity of residential, commercial, industrial, public and open space lands. The stated **land use policies** need to be considered together with the **land use map** to assess the City's intentions for future development and conservation within the community. The land use map implements the goals and policies contained throughout the Scotts Valley Plan.

EXISTING AND FUTURE CONDITIONS

As of 1992, Scotts Valley was well on its way to achieving its goal of a balanced community per the 1986 general plan. The urban forest environment and convenient access to the Silicon Valley created a growth in jobs, shops and services, parks and recreation programs, and housing developments - the basic ingredients of a **balanced community**. An analysis of Scotts Valley's existing land uses provides an insight into those elements of the community which should be preserved and those elements which could be improved to meet the city's goals and policies. The following summarizes existing conditions and future plans for various land uses within the planning area.

Residential Neighborhoods

Residential uses include both single and multiple-family residences, apartments and condominiums and mobile home parks. These lands total 968.9 acres or about 36% of the city area. The development of the densities in the neighborhoods has been guided by the topography, geology, vegetative cover, access to transportation and service facilities. Larger lots with **low densities** have been developed in the hillsides with single family detached homes such as in the **Whispering Pines, Granite Creek and Hacienda/Cadillac neighborhoods**. Higher densities are located on the valley floor close to local shopping, public services and transportation facilities such as the **Blake-Jolley-Trammel Way neighborhood, and projects along Bean Creek Road**. Several mobile home parks with **medium densities** exist in the community such as **Monteville, Spring Lakes, Vista Del Lago, and Mountain Brook**. These parks provide for a variety in housing type and cost: Monteville, Spring Lakes and Mountain Brook are for seniors; Vista Del Lago has recently been converted to a family park.

In 1990, Scotts Valley had 8615 residents, with 3513 dwelling units and a projected population of 15,000 at buildout of the General Plan in the year 2005. With the adoption of a **40 year city redevelopment agency** in 1990 and the **AMBAG housing needs assessment** showing that Scotts Valley needs to have 4883 dwelling units by 1996, the city will re-examine the land use policies and densities as described in the housing element. This re-examination should not adversely affect the single family residential neighborhoods and mobile home parks which are essentially built-out. Additional housing and increased densities would occur in the commercial areas with **mixed use**

projects, **rehabilitation** of existing commercial businesses to include residential uses, **infill** projects on vacant residential parcels, or through **general plan amendments** to the land use map. In 1991, the city adopted a **planned development zone district** which allows projects to be individually designed to meet the needs of the property zoned "PD". This flexibility allows a project to be constructed at the maximum allowable density while taking into account the topography, vegetation, and other constraints to development.

The **street network** plays an important role in the development of the residential neighborhoods. In the hillside neighborhoods, streets are typically narrow to preserve the existing topography and vegetation. These narrow streets, however, prevent residents from using the street for guest parking since emergency vehicles must be able to pass at all times. The absence of streets and adequate access can also prevent neighborhoods from accessing shopping and service areas or other residential areas without traveling with the congestion of the work force. The neighborhoods west of Scotts Valley Drive are an example of this; residents have only one access through the city (Scotts Valley Drive). There is no local street solely for residential traffic; most of the residences are located on narrow, dead-end streets off Scotts Valley Drive. Consequently, there is no defined neighborhood west of Scotts Valley Drive, merely disjointed developments. The circulation element of the general plan addresses this issue. The lack of access also limits development east of Highway 17 along Green Hills Road. The land use designations in this area should retain large lots to limit densities until the mid-town interchange is completed, allowing motorists to access Highway 17 directly. Currently, the only access to Scotts Valley or Highway 17 is at the intersection of Glen Canyon Road and Mt. Hermon Road, which is near capacity.

Residential land uses in the **unincorporated areas** total approximately 1,449 acres, about 51% of the unincorporated land in the planning area. This land acreage is all single-family residential, with the majority of the residences located on large lots.

Industrial, Commercial and Office Developments

Scotts Valley developed significantly in the 1980's towards a **balanced community**, providing retail and service facilities as well as a job base. Approximately 140 acres or about 5% of the city land is designated for commercial uses including shopping centers, service commercial and professional offices. An additional 144 acres (5%) of the total City lands is designated industrial. In the unincorporated area, approximately 240 acres or 8% of the total unincorporated area is designated industrial.

The largest single industrial operation in the planning area is the Kaiser Quarry, located at the western edge of the Planning area, south of Mt. Hermon Road.

The **industrial** areas include Watkins-Johnson, north of Mt. Hermon Road, Borland International, east of highway 17 and north of Granite Creek Road, Technology Circle/Janis Way/El Pueblo between Scotts Valley Drive and Highway 17 along Carbonero Creek. The primary light industrial uses are high tech, computer oriented. Scarborough lumber, garden nursery, and home improvement center is also located in the light industrial area on Janis Way and El Pueblo, along with other building construction and supply facilities and various contractor's facilities. Borland International, a computer software company, is currently the only facility located in the Research and Development land use designation. Borland specializes in writing software for personal computers. The city's sewer treatment plant and corporation yard, located off Lundy Lane is also designated light industrial.

Scotts Village, Scotts Valley Square and Graham Plaza, community commercial **shopping centers**, were developed along Mt. Hermon Road at the southern end of the city. Scotts Valley Junction, also serving the entire community, developed at the northern end of Scotts Valley Drive. The remaining areas zoned for a shopping center in Scotts Valley are located adjacent to Kings Village Shopping Center north and south of Blue Bonnet Lane and portions of the former Skypark airport property.

Service commercial zones have been designated near the highway interchanges and along Mt. Hermon Road and Scotts Valley Drive where the uses can benefit from the access. These commercial areas were intended to rely on customers making trips by car, rather than from being in high volume pedestrian areas such as shopping centers. Along **Mt. Hermon Road**, Pinnacle Pass, a portion of Camp Evers and a portion of the former Skypark airport have yet to redevelop; most of the remaining commercial areas are developed. The service commercial zones along **Scotts Valley Drive**, however, have not developed as expected. The condition of the pavement has deteriorated, lots tend to be small which restricts development possibilities, landscaping and frontage improvements are sporadic and largely nonexistent; redevelopment has yet to occur.

Professional-Administrative offices are designated in the land use plan to provide local employment opportunities for planning area residents. These areas are for administrative, business, and professional offices in which merchandise is not manufactured or sold. Examples of uses in this category are insurance offices; tax consulting services, real estate agencies, banks and other financial and investments services, architects other design professionals, doctors and dentists, attorneys, and similar business and professional offices.

According to city business licenses, in the 1980-81 fiscal year, there were 405 businesses, employing 1540 persons. By July, 1992, there were approximately 580 businesses in Scotts Valley with over 6,300 full and part-time workers. Based upon the 1990 census, an estimated 16% of these workers live in Scotts Valley, 47% lived in the Monterey-San Benito-Santa Cruz tri-county area,

and the remainder commuted from outside the Santa Cruz area. The location of one's place of work compared with their place of residence plays a crucial role in traffic patterns, commuting time, energy consumption, noise and air pollution.

In the future, Scotts Valley is expected to grow to support an employment base of about 12,000, assuming buildout of all lands on the General Plan at maximum densities (Table LU-1, LU-2, and LU-3). These workers will represent a wide range of professional, managerial, clerical and other jobs in a variety of industries.

The **street network** currently limits development of the service facilities and possible job base along Scotts Valley Drive. The Drive is the only access to the industrial areas and commercial properties along the strip. There are few public improvements and the pavement is deteriorated. New businesses are not attracted to the area and commuters must access the industrial area from the north or south part of the city. A mid-town interchange and completion of the Scotts Valley Drive improvements would stimulate development of projects and contribute to the job base. The proposed street system is described in the circulation element of the General Plan.

Public/Quasi-Public Facilities and Open Space Areas

The public/quasi public category includes both public and private educational facilities, emergency services, health care facilities, religious facilities, governmental buildings, cultural facilities, and parks. The senior center, city hall, post office, fire department and water district office are some of the public land uses. These uses total 128 acres within the city, or about 5% of the lands, of which schools make up the majority of the land use. Public and quasi-public uses outside the city limits total approximately 71 acres or about 2.5% of the unincorporated lands.

Open space lands are generally described under one of four categories: areas used for outdoor recreation; areas designated for preservation of natural resources (wildlife habitat, rivers, watershed lands, etc.); areas of managed production of resources (mineral resources, forest lands); and areas where public health and safety hazards exist, such as steep slopes and unstable soil areas. The open space element of the General Plan describes these areas in detail.

Scotts Valley's **parks** are described in the **Parks Master Plan**, adopted by the City Council in 1990, and in the parks and recreation element of this general plan. The goal of the city is to have 3 acres of active park land per 1,000 population. This would total 45 acres at buildout. The Parks and Recreation Commission continue to analyze the various neighborhoods by surveying the residents, examining vacant lands, and recommending amendments to the Parks Master Plan in order to provide an adequate system of parks for each neighborhood as well as community parks throughout the city. The city will continue to

acquire and improve its parks through its park dedication ordinance as well as requiring the provision of private open space within residential developments to serve the needs of the residents of specific projects.

Wildlife habitat, rivers, and watershed lands designated for preservation of natural resources as well as the **forest lands and mineral resource areas** are described in the Open Space and conservation element of this general plan. The Safety element shows areas where **public health and safety hazards** exist due to unstable soil areas, fault zones, floods, etc. These areas will be designated open space during the development review process. **The ridgelines** along the east and west sides of the valley are characterized by scattered low density, single family residential development of mostly steep and wooded hillsides. These ridges are of special concern to valley residents because of their prominence, steep terrain and wooded vegetation, all visible from the valley floor.

Agricultural land uses in the unincorporated planning area of Scotts Valley represent the second largest land use. In 1986, 469.3 acres (about 16.5% of the unincorporated area) were devoted to grazing, farming, animal husbandry, and other related agricultural uses. The major agricultural land use areas were located on the east side of Highway 17, along the northern boundary of the Planning area, and north of the former Skypark Airport.

GENERAL PLAN LAND USES

The General Plan establishes sixteen **land use categories** with which development must be consistent. The "**General Plan Land Use Map**" indicates the general location of these land uses within the Planning Area. If a project is proposed which is inconsistent with the General Plan Land Use Map, the owner of the property may apply for a **General Plan Amendment**. The City Council must be able to make a specific finding that the proposed amendment to the General Plan is in the public's interest or deny the amendment. Amendments to each required General Plan element are allowed up to four times per year.

The **zoning process** consists of the rezoning of lands within the incorporated City limits (or the pre-zoning of property proposed for annexation) from one zoning district to another. The rezoning of property directly implements the land use designations as shown on the Land Use Map since, by state law, the rezoning of property must be consistent with the General Plan.

Zoning applications are reviewed by various City departments for consistency with City Council and General Plan policy, as well as to identify specific public improvements and requirements such as streets, storm and sanitary sewer and street lights. Review by other public agencies is also incorporated in the zoning process as appropriate.

Zoning changes take two forms: **conventional zoning** and **Planned Development** overlay zoning. Conventional zoning districts contained in the City's Zoning Ordinance include a range of allowed land uses, development intensities and standards within the major land use categories: residential, commercial and industrial, together with zoning districts for other land uses such as Public/Quasi-Public and Open Space. The various ranges of allowed use and development intensity correspond generally to the respective General Plan land use designations, thereby allowing the application of a zoning district to a property which implements the land use intended by the General Plan.

Planned Development zoning reflected in a General Development Plan and adopted by the City Council provides the means to tailor zoning regulations and to apply specific standards for the development of a particular site. This process enables the City Council to consider the unique characteristics of a site and its surroundings to better implement the citywide objectives, goals and policies of the General Plan and to provide site-specific development standards. Anytime Planned Development zoning is utilized, the standards established for the zoning district which reflects the General Plan designation are tailored as part of a General Development Plan. Tailored zoning regulations include, but are not limited to, site intensities, location, height, coverage and appearance of structures.

The second phase of a Planned Development zoning process, the Planned Development permit, is a site/architectural permit which implements the approved Planned Development overlay zoning of the property.

There are seven **residential categories** in the land use plan, with various population and dwelling unit densities as shown in table LU-1. Development at the designated densities will achieve the buildout population of 15,000 while preserving the hillsides and open spaces discussed in the other elements of the general plan. The population density figures are based on the 1990 census information of 2.5 persons per household average in Scotts Valley.

TABLE LU-1 - RESIDENTIAL DENSITIES

<u>Residential Category</u>	<u>Allowable Density</u>	<u>Population Density</u>
High	9-15 units/acre	22.5-37.5 psn/acre
Medium High	5-9 units/acre	12.5-22.5 psn/acre
Medium	2-5 units/acre	5-12.5 persons/acre
Low	2 units/acre	5 persons/acre
Estate	1 unit/acre	2.5 persons/acre
Rural	1 unit/2.5 acres	1 person/acre
Mountain	1 unit/5 acres	.5 persons/acre

In the **commercial and industrial zones**, the following maximum building coverage and height limits are established, in order to control the impacts of development on the environment:

<u>Category</u>	<u>Bldg Coverage</u>	<u>Max Height</u>
Professional Comm	35%	35'
Service Comm	45%	35'
Shopping Center Comm	35%	35'
Light Industrial	50%	35'

The following description of various land use designations will be further refined in the zoning ordinance and through implementation of the policies and actions of the general plan.

Professional Commercial - administrative, business, and professional offices in which merchandise is not manufactured or sold. Examples of uses in this category include insurance offices; tax consulting services, real estate agencies, banks and other financial and investment services, architects and other design professional, doctors and dentists, attorneys, and similar business and professional offices.

Service Commercial - retail stores and shops, food and motel/hotel establishments, services such as printing shops and electrical repair shops, heating and ventilating shops. High density residential is conditionally permitted, providing adjacent uses are compatible and the residential use is secondary to the retail use.

Shopping Center Commercial - retail and service establishments for the development of community and/or regional shopping centers. Examples of uses in this category would include stores, shops, and offices included in the professional office and service commercial categories, providing adjacent uses are compatible.

Light Industrial - industrial and industrial related land uses are neither commercial/retail nor residential, but may create noise, odor, dust, glare, traffic, or impacts on the aquifer and/or air quality. Planning review shall assure that activities conducted on property do not unreasonably interfere with the character of adjoining land uses. There are two kinds of light industrial uses: Class 1 and Class 2.

Class 1 - land uses allowed in Class 1 shall be those that, because of their benign nature, do not expose the environment to hazard. This category could include research and development, building construction and supplies, warehousing of non-toxic materials, mechanical assembly of electronic or mechanical goods, testing, occasional "touch-up" and repair soldering, machining of wood or metals without toxic cleaners, and processing and packaging of components and finished materials. This list of examples is not inclusive of all types of industrial in Class 1. The key element is that neither toxic materials are used in manufacturing a product, nor does any process involve a change of phase/state of any material in significant quantities.

Class 2 - when the light industrial land user requires the use of toxics or involves a change of phase/state of any material in their processing, the user must obtain a Conditional Use Permit to ensure that the health, safety and welfare of adjoining land uses and the City are protected. Examples of these uses include the production of printed wiring boards, most semi-conductor processes, and wave or re-flow soldering. Under the conditional use permit process, any impact normally addressed by this process may be examined, as well as methods of handling hazardous materials and protection of the aquifer and air quality.

Heavy Industrial - industrial and industrial related uses which, because of their operations, may not be compatible with residential and commercial categories. Because of their potential to create traffic impacts, undesirable noise, odor, vibration, glare, and/or heat, land uses in this category may require special mitigation measures such as buffering from adjacent land uses. Examples of land uses include but are not limited to lumber processing; production of food and kindred products; milling of wood, heavy machinery and equipment; manufacturing of chemicals; mining and quarrying of minerals.

Public/Quasi-Public - public and private educational facilities, emergency services, health care facilities, religious facilities, governmental buildings, and cultural facilities.

Open Space - areas for the conservation of the community's natural or scenic resources. Appropriate open space areas include wetlands and open water, plant and wildlife habitats, timber production zones, farmlands and grazing areas, and park and recreational areas.

Special Treatment Areas - The Special Treatment Area ("STA") overlay designation is established for areas where planned developments or some form of special treatment is required to allow future development. Bethany College ("BCSTA"), the mid-town interchange ("MTISTA"), Camp Evers ("CESTA") area and Mt. Hermon Road near Highway 17 ("MHRSTA") are designated special treatment areas.

The BCSTA is approximately 80 acres in size with approximately 26 acres of buildable area. The area is located at the northern portion of the City, west of Highway 17. The area is bordered on the west by Bethany Drive/Bethany Way and on the east by Scotts Valley Drive. The center portion of the BCSTA includes parcels around Gaston Circle. Buildable areas are those areas where the slopes are generally less than 10%. Development has already occurred to some extent in the buildable areas. The sole access to the Bethany area is via Bethany Drive. Most of the built and buildable areas of the existing college lie in the narrow valleys between the hills at elevations of 800 to 850 feet. Development includes single family dwellings, student housing, a new 15,000 square foot office building, child daycare center, church, gymnasium, and other college related buildings and uses. Approximately 16 lots are developed with single family homes under separate ownership from the college. These single family homes under separate ownership from the college will be permitted additions or modifications to the existing structures based upon zoning regulations applicable to the R-1-10 zoning district. The remaining properties in the BCSTA will be developed under the Planned Development zoning regulations. The land use for these properties in the BCSTA will reflect a mix of commercial, residential, park, and open space designations similar to the existing campus in order to minimize traffic impacts and disruption to the surrounding residential neighborhood.

The MTISTA includes properties east and west of State Highway 17, located half way between the Granite Creek and Mt. Hermon Road overpasses. The Circulation element proposes a new interchange to be developed in this area within the next 5-15 years to provide direct access to Green Hills Road and alleviate congestion on Mt. Hermon Road and Scotts Valley Drive. The current access to properties on Green Hills Road is from Mt. Hermon Road to Glen Canyon Road to Green Hills Road. Access from the north is barricaded for emergency access only. Future development of the vacant properties on Green Hills Road must include design and development of an alternative access to

alleviate the congestion on Mt. Hermon Road and Glen Canyon Road. Land use designations for the properties in the MTISTA will not be changed until the mid-town interchange is ensured.

The CESTA includes properties along Scotts Valley Drive, beginning at the intersection of Mt. Hermon Road. Camp Evers Shopping Center and adjacent properties on Bean Creek Road, the Middle School and Forest Hills Mobile Home Park are present uses on the northwest side of Scotts Valley Drive. The CESTA extends to Quien Sabe Drive on the southeast side of Scotts Valley Drive; the properties are designated service commercial and are vacant with the exception of apartments at the corner of Quien Sabe and Scotts Valley Drive. The purpose of the CESTA identified on the Land Use Map is to plan the circulation and land uses to take effect when the Scotts Valley Middle School relocates and Bean Creek Road is realigned. Prior to any development in the CESTA, a circulation and land use plan for buildout of the CESTA must be approved by the City Council.

The MHRSTA includes properties fronting Mt. Hermon Road on the east between State Highway 17 and Glen Canyon Road. The purpose of the MHRSTA is to develop a plan coordinating circulation and land uses for all the properties to limit ingress and egress along Mt. Hermon Road. The plan should consider construction of an access road to reduce vehicular conflict; the plan should provide rear access across a bridge from Glen Canyon Road to provide properties in the MHRSTA with access to Glen Canyon Road.

No new land use designations are proposed in this General Plan; they remain the same as the 1986 General Plan. The lowest residential densities are maintained in the hillsides by designating the land rural and mountain residential. The highest residential densities are located along transportation corridors where services are available. Almost all of the industrial areas are developed; no new areas are being proposed for industrial designation. Areas designated Open Space have been expanded to include the parks described in the Parks Master Plan.

HOLDING CAPACITY

Holding capacity is the maximum development of a community that can be accommodated if all land uses shown on the General Plan Map were to be built. Any amendments to the General Plan Map will, in turn, affect Scotts Valley's holding capacity. Capacity is expressed in terms of population, housing units, square footage and jobs at **buildout**, in the year 2005 or beyond.

If all the **residential land** shown on the General Plan Map were built out, Scotts Valley would contain approximately 6,500 housing units which would support a residential population of about 15,000 persons.

This holding capacity estimate assumes that residential land uses are built to maximum densities, and household size will remain at 2.5 persons per household. Adding the dwellings in the unincorporated planning area, the population in the planning area in the year 2005 would be approximately 16,000.

If all the industrial, commercial, office and other **employment generating land** in the incorporated areas were built out, Scotts Valley would contain approximately 6.2 million square feet of building floor area - enough to support about 12,000 jobs. This holding capacity estimate assumes that employment generating uses are built at maximum densities, and employment growth will continue at approximate current rates. Table LU - 3 summarizes the number of acres of each land use designated within the Scotts Valley city limits.

TABLE LU - 2
VACANT
RESIDENTIAL LAND* - OCTOBER 1992

<u>Land Use</u>	<u>Zoning</u>	<u>Gen Pln Range</u>	<u>Total Vacant Acres</u>	<u>Number of New Dwelling Units At Buildout</u>
Mountain	RMT-5	1/5	25	5
Rural	RR 2.5	1/2.5	203	82
Estate	R-1-40	1/acre	46	46
Low	R-1-20	2/acre	71	142
Medium	R-1-10	2-5/acre	91	182-455
Med High	RM-6 RM-8	5-9/acre	25	125-225
High	RM-15	9-15/acre	12.8	115-192
T O T A L			473.8	697-1,147

*Includes properties with no improved value from Tax Assessor, plus Skypark property within City limits.

TABLE LU - 3
HOLDING CAPACITY - OCTOBER 1992

<u>Category</u>	<u>Existing</u>	<u>Underdeveloped or Vacant</u>	<u>Maximum Potential</u>	<u>Holding Capacity</u>
Single Family Residential	4,139 units*	586 acres	930 units	5,069 units
Multiple Family Residential	826 units**	38 acres	417 units	1,243 units
Commercial	2,000,000 Square Ft	90 acres	1,400,000 Square Ft	3,400,000 Square Ft
Industrial	2,700,000 Square Ft	6 acres	120,000 Square Ft	2,820,000 Square Ft

* California State Department of Finance, January 1992 (3,732 dwelling units); includes Glenwood-276 units, Heritage Parks-81 units, and Green Hills Estates-50 units.

** Includes Alpine Terrace-29 units (California State Department of Finance - 797 dwelling units).

TABLE LU - 4
DEVELOPMENT POTENTIAL - UNINCORPORATED PLANNING AREA

<u>Category</u>	<u>Existing Dwelling Units</u>	<u>Potential** Dwelling Units</u>	<u>Holding Capacity</u>
Residential	689*	+ 188	877

*Based upon properties with improved values from 1992 tax assessments (\$1,500 +).

**Ron Powers, Santa Cruz County Planning, November 1992 (105 DU plus 83 DU Skypark property in Santa Cruz) (11.5 acres/RM6000)

Another source of potential residential development is the vacant service commercial zones. With the emphasis on providing housing along transportation corridors, the increasing scarcity of vacant land and the zoning regulations which allow mixed uses, the City expects to see multi family units developed in the service commercial zones. The most recent developments have averaged 9 dwelling units per acre. With approximately 42.5 acres of vacant service commercial land, an estimated 382 dwelling units could be constructed.

POPULATION AND EMPLOYMENT PROJECTIONS

Residential growth in Scotts Valley has averaged 3.11% between 1960-1990. Assuming this rate of growth will be sustained, projections of population growth can be made to buildout of the General Plan. A population of 13,639 will be reached by the year 2005 and 15,000 holding capacity by the year 2008. The Association of Monterey Bay Area Governments projects a similar population of 15,200 several years later, in 2015.

Employment growth in Scotts Valley has been estimated based upon past growth in city business licenses. Based upon a 7.7% annual employment growth between 1982 and 1990, Scotts Valley will have a projected job base of 8916 by the year 2000. At buildout, the projected job base would be approximately 12,000 employees. Table LU-5 shows this calculation.

TABLE LU - 5
PROJECTED EMPLOYMENT AT BUILDOUT

	<u>Potential Sq Ft</u>	<u># Employees</u>
Commercial Zones*	1,400,000	3,920
Industrial Zones**	120,000	329
1992 Employment		6,300
Borland, Phase I & II		1,800
		<hr/> 12,349

* 2.8 persons/1,000 sq ft ITE, 1991, Average General Office, Single Tenant and Specialty Retail.

** 2.74 persons/1,000 sq ft ITE, 1991, Average Business Park and R&D.

THE RELATIONSHIP OF JOBS AND HOUSING

The relationship between jobs and housing is a complex and often misunderstood issue which affects all communities. Workers choose jobs and residential locations based on a variety of personal, financial and locational factors, not simply on the basis of commute area. A certain percentage of workers will choose to live great distances away from their place of employment. The essence of the jobs/housing issue is to recognize these different types of **commute behavior** and provide adequate housing opportunities within the commute area desired by each group of workers.

Planning to accommodate this diversity of commute patterns involves identifying and providing for employment generated **housing needs**. From a practical perspective, fulfillment of this responsibility is a regional concern which must allow for locational differences and varying needs among communities within the larger commute distance. To date, the balance of jobs/housing/employment throughout the region has not been analyzed. The Draft Congestion Management Program of the Santa Cruz County Regional Transportation Commission and LAFCO have alluded to such an analysis but neither has progressed with developing region-wide information. Scotts Valley will continue to assess land use patterns based upon reducing single occupancy vehicles, providing its fair share of regional housing and providing jobs, housing, and services for its residents.

LAND USE

GOAL

LG-1 TO PROMOTE A RANGE OF LAND USES TO ENSURE A BALANCED COMMUNITY.

Objective

LO-2 To designate a variety of residential uses.

Policy

LP-3 The City shall promote the availability of adequate sites for a variety of housing types and densities consistent with Housing Element goals and environmental constraints.

Actions

LA-4 The Planning Director shall maintain a map of available residential land uses and shall provide an annual report to the City Council on the availability of housing sites to meet all City needs.

LA-5 The City shall redesignate, as appropriate, non-residential land uses for residential use to meet the identified housing demand if the report of the Planning Director so justifies it.

LA-6 When identifying and zoning available housing sites, utilize AMBAG, State Department of Finance, and any other agency housing data base information as reference to help to determine short-term and long-term housing type and density needs.

LA-7 Zone vacant infill sites at densities sufficiently high to encourage development, while respecting the character of surrounding uses.

LA-8 Zone highest densities along transportation corridors.

LA-9 Retain Planned Development zone in the municipal code to allow flexibility in residential development.

LA-10 Require the 16.5 acre sand quarry site west of Scotts Valley Drive opposite El Pueblo Road to be developed as a planned development to ensure maximum aquifer recharge, hillside stabilization, appropriate circulation, and conservation of the open space in the redwoods at the rear of the site.

- LA-11 Amend the Zoning Ordinance to allow residential mixed use projects such as daycare, neighborhood retail, and businesses as long as the uses are compatible with residential use.
- LA-12 The Bethany College area shall be designated as a special treatment area. All future development of the Bethany College area shall be reviewed and considered under the Planned Development zoning regulations.
- LA-13 Implement the land use policies and site design solutions embodied in the Glenwood and Skypark specific plans through rezoning, discretionary permits and approvals. Nothing contained in the General Plan shall be interpreted as inconsistent with the Glenwood or Skypark specific plans as they may be amended from time to time or readopted in an amended form.

Policy

- LP-14 In areas where the existing lot pattern or size makes development difficult, the City shall encourage lot consolidation to provide larger sites or alternative patterns for residential development.

Action

- LA-15 Identify those areas where lot consolidation would provide sites more suitable for residential development. Acting as the Redevelopment Agency, develop a program to encourage lot consolidation in identified areas in order to promote planned development.

Objective

- LO-16 Provide for residential densities consistent with slope conditions.

Policy

- LP-17 Land use densities should decrease with increasing land slope.

Actions

- LA-18 The City shall amend the zoning ordinance to encourage construction on the flat or gently sloped areas of a parcel and discourage construction on steeper slopes:

- LA-19 Those areas of a parcel with slopes of less than 25% could be considered for construction consistent with sound development and planning principles.
- LA-20 Land sloped 25% or greater may be considered for a "density transfer" requiring the steeper slopes to be preserved with no disruption and "transferring" the units that would be allowed on the slopes of 25% or greater for construction on the more level portions of the parcel, if these portions are otherwise suitable for higher densities.
- LA-21 Land over 40% slope shall be preserved as open space, with no construction of any kind. During the development of the site the density for the 40% slopes transferred for construction in the areas with a slope of less than 25% if these areas are otherwise suitable for higher densities.
- LA-22 Any density transfer developments may be pursued under the planned development ordinance.
- LA-23 Tree covered slopes, no matter what the percent of slopes, should be preserved to the maximum extent possible.
- LO-24 Objective
Ensure compatibility between residential development and surrounding land uses.
- LP-25 Policy
The City shall prohibit new land use activities within and in close proximity to residential zones that generate undesirable impacts which cannot be mitigated.
- LA-26 Action
Through the environmental and permit review process, the City shall identify projects which could impact residential zones in a negative manner, and if such impacts cannot be mitigated, the City shall deny the project.
- LO-27 Objective
Provide sufficient acreage to promote planned commercial development.

- LP-28 Policy
The City shall promote availability of commercial sites to accommodate a mix of professional office, service commercial, and shopping center developments consistent with the environmental, service, and economic goals of the City.
- LA-29 Actions
Maintain a map of vacant land and land that could be redeveloped that is available for commercial development. Update the map once per year and make it available to developers.
- LP-30 Policy
In areas where the existing lot pattern or size makes development difficult, the City shall encourage lot consolidation in order to promote planned commercial development.
- LA-31 Action
Identify those areas where lot consolidation would provide sites more suitable for commercial development. Acting as the Redevelopment Agency, develop a program to encourage lot consolidation in identified areas in order to promote planned development.
- LO-32 Objective
Ensure that commercial developments maintain the City's aesthetics.
- LP-33 Policy
Commercial developments shall be designed and screened in an attractive manner and thereafter maintained so as to integrate the entire development visually with the overall natural beauty of the Planning Area.
- LA-34 Actions
Commercial development shall be conditioned to install landscaped areas on no less than 10% of the total site area. Landscape maintenance agreements shall be made a condition of permit issuance. This shall be added to the Design Review Guidelines
- LA-35 Policy
The City's Mission Statement describing the character of the City and design standards associated with that character shall be incorporated into the Design Review Guidelines. The Design Review Guidelines shall be approved by the Council and Planning Commission.

- LA-36 The City shall pursue a program of amortization and require abatement of those signs not in conformance with the ordinance.
- Objective
- LO-37 Ensure compatibility between commercial development and surrounding land uses.
- Policy
- LP-38 Land uses located adjacent to commercial uses should be protected from excessive noise, unsightliness, offending odors and other nuisances.
- Actions
- LA-39 Amend the Zoning Ordinance to encourage transportation management, trip reduction and alternative transportation in all new commercial development.
- LA-40 Mt. Hermon Road from Highway 17 to the Glen Canyon Road intersection should be treated as a special treatment area.
- LA-41 During the environmental and development review process, identify potential impacts that commercial developments will have on other community land uses. Require mitigation of such impacts.
- LA-42 No new construction shall occur within the Camp Evers special treatment area until review and approval of a circulation plan coordinated with neighboring land uses has occurred.
- LA-43 Lighting of commercial areas shall be carefully controlled to the extent necessary for security, safety and identification without interfering with adjoining land uses. Lighting shall be directed away from public rights-of-way and adjacent residential land uses. Include these requirements in the Design Review Guidelines
- LA-44 New Commercial developments shall be required to provide to the City a trip generation and distribution analysis as a part of the project plans. The City should review and evaluate this analysis for impacts to residential zones.
- Policy
- LP-45 Commercial land uses should be concentrated along the urban core of the City.

- LO-46 Objective
Provide appropriate space within the Planning Area for light industrial development.
- LO-47 Objective
Ensure that industrial developments maintain the City's environmental quality.
- LP-48 Policy
All industrial uses shall be low potable water users and low waste water generators.
- LA-49 Actions
Through the environmental review and permit process, determine the water demand and sewage generation rate for proposed industrial developments.
- LA-50 The City shall build a tertiary wastewater treatment plant and where feasible, reclaimed water shall be used for all landscaping and industrial processes.
- LA-51 All industrial development shall be required to maximize their use of water-conserving plumbing fixtures. The City shall ensure compliance with State mandated water conservation regulations.
- LP-52 Policy
Industrial land use which generates pollution in excess of local standards shall be required to mitigate such generation to an acceptable level.
- LA-53 Action
Review industrial land use for pollution hazards. Require industrial land uses to meet emission standards as administered by such regulators as Monterey Bay Unified Air Pollution Control District, Hazardous Materials Officer, and Regional Water Quality Control Board.
- LP-54 Policy
Industrial structures and all other site improvements shall be designed to blend with the physical surroundings.

LA-55 Action
All new industrial developments or expansions of existing industrial land uses must be designed and sited consistent with the City's Mission Statement and be reviewed and approved by the Design Review Board prior to final project approval.

LA-56 Industrial development shall be conditioned to install landscaped areas on no less than 10% of the total site area. Landscape maintenance agreements shall be made a condition of permit issuance. This shall be included in the Design Review Guidelines.

LO-57 Objective
Ensure that industrial areas are compatible with and do not adversely impact surrounding land uses.

LP-58 Policy
The City shall require buffers and landscaping in industrial developments to ensure compatibility with adjacent land uses and mitigate any potential adverse impacts.

LA-59 Actions
During the environmental and development review processes, identify potential impacts that industrial developments will have on other community land uses. Require mitigation of such impacts.

LA-60 Lighting of industrial areas shall be carefully controlled to the extent necessary for security, safety and identification without interfering with adjoining land uses. Lighting shall be directed away from public rights-of-way and adjacent residential land uses.

LP-61 Policy
Industrial uses shall not be located or established so as to increase traffic in surrounding residential areas.

LA-62 Actions
New industrial developments shall be required to provide to the City a trip generation and distribution analysis as a part of the project plans. The City should review and evaluate this analysis for impacts to residential zones.

LA-63 Amend the zoning ordinance to encourage transportation management, trip reduction and alternative transportation in all new industrial development.

LP-64 Policy
Industrial uses should be well served by major roads and should have relatively direct access to the freeway.

LA-65 Actions
The City will continue to work with CALTRANS and property owners to develop a mid-town interchange from the industrial area to Green Hills Road.

LA-66 The mid-town interchange shall be included in a special treatment area to ensure that development of properties on Green Hills Road have direct access to Highway 17 prior to any construction. After ensuring the development of the interchange, land on the eastern side of Highway 17 may be redesignated for more intense use.

LO-67 Objective
Provide coordinated, ongoing planning for public and quasi-public service facilities.

LP-68 Policy
The City shall designate areas for new public and quasi-public facilities and accessory facilities commensurate with the identified need. These facilities shall be conveniently located in or near the areas where they are intended to serve.

LA-69 Actions
The City shall develop an annual report on the status of public and quasi-public services and facilities within the City. The report shall identify the need for new City facilities based on existing and anticipated demand and set forth an acquisition and funding program. Acquire private lands as necessary to develop new facilities.

LA-70 Work with utility providers to identify future utility expansion needs. Obtain easements from property owners to extend private utilities and/or promote cooperation between utility providers and property owners for the purpose of acquiring easements or rights of way for utility expansions.

Objective

- LO-71 Ensure the comprehensive and long-range preservation and conservation of open space land.

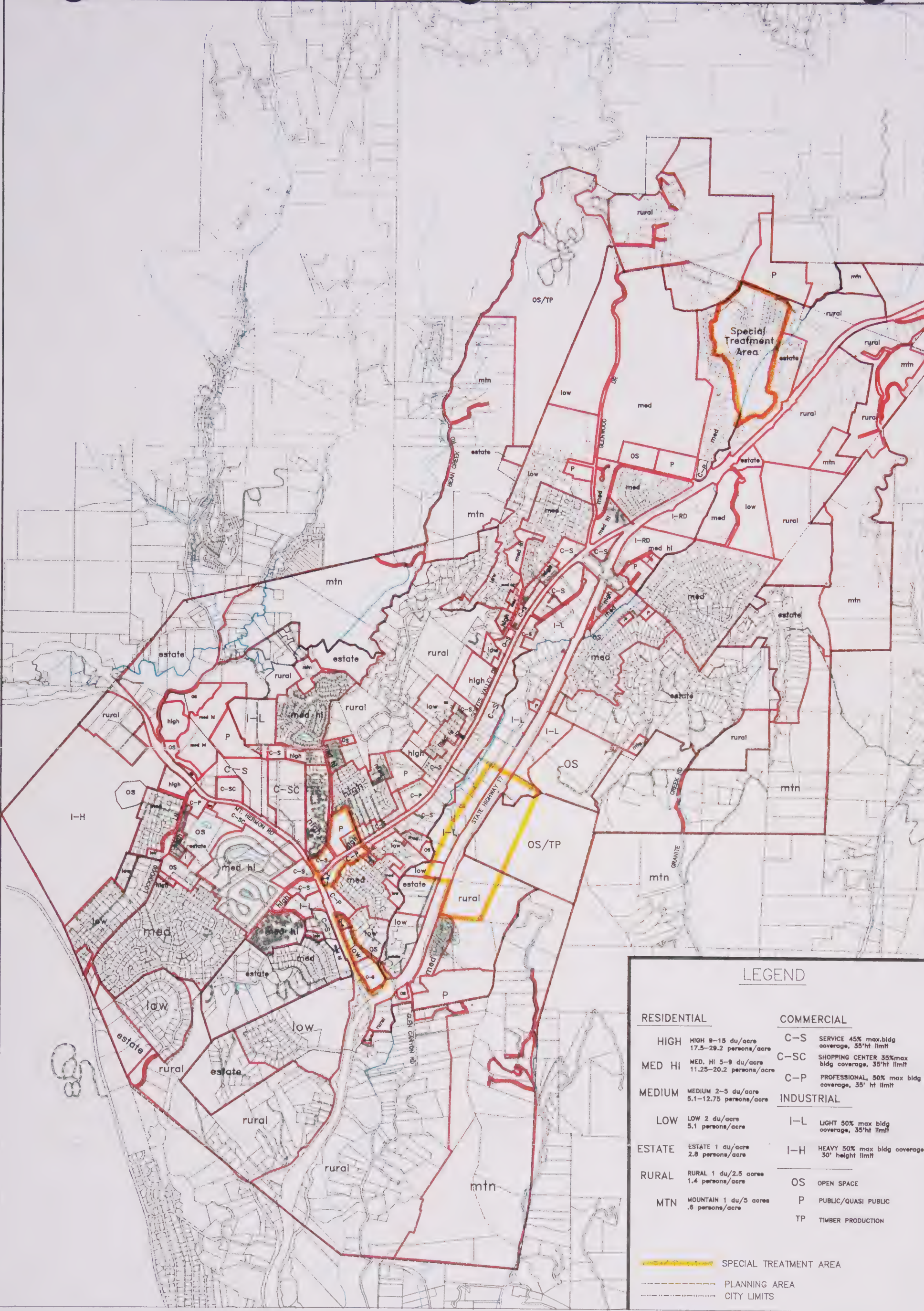
Policy

- LP-72 Preserve open space areas for protection of public health and safety, provision of recreational opportunities, and protection of natural resources.

Actions

- LA-73 The City shall require new residential developments to dedicate park land and/or to contribute park in-lieu fees to the City that enable the purchase of additional park land, or to provide recreational facilities, or to maintain existing parks consistent with the Parks Master Plan.
- LA-74 The City shall encourage clustering of structures to maximize the usable or preserved open space in or adjacent to developments.
- LA-75 During development review, hillsides with 40% slope or more shall be left undisturbed and undeveloped after project is complete.
- LA-76 During the environmental review and permit process, the City shall identify potential open space and recreation resource demands created by new commercial and industrial developments and require such developments to provide on-site open space and/or landscaped areas to satisfy that demand. This shall be accomplished through site planning and design methods, such as clustering, building coverage limitations, providing landscaped areas, or any other method deemed appropriate by the City. All on-site open space areas shall be maintained by the landowner. As an alternative to providing on-site open space and recreation, the development may participate with adjacent or neighboring developments to create a common-use recreational facility.
- LA-77 Maintain riparian corridors as open space.
- LA-78 During development review, consider habitat migration paths and corridors and provide protection as appropriate.

- LA-79 As part of the environmental review process for new developments, identify native plant communities or rare or endangered species habitats that would be significantly adversely impacted. Where appropriate, designate those areas as open space.
- LA-80 Zone existing and proposed City parks as open space, consistent with the Parks Master Plan.
- LA-81 Prominent Ridges and Features identified in figure OS-1 of the Open space and Conservation Element of the General Plan shall be designated open space during development of the sites.
- LO-82 Objective
Ensure development of the Glenwood Estates and Skypark properties in accordance with their adopted Specific Plans as they may be amended from time to time.
- LP-83 Policy
Nothing contained in the General Plan shall be interpreted as inconsistent with the Glenwood Estates or Skypark Specific Plans as they may be amended from time to time or readopted in an amended form.
- LA-84 Action
Implement the land use policies and site design solutions embodied in the Glenwood and Skypark Specific Plans through rezoning, development agreements, and discretionary permits as approved by the City Council, and consistent with the environmental analysis and mitigation measures set forth in the certified Final and Supplemental EIR's affecting each property, as deemed appropriate by the Council.



LEGEND

RESIDENTIAL		COMMERCIAL	
HIGH	HIGH 9-15 du/acre 17.5-29.2 persons/acre	C-S	SERVICE 45% max.bldg coverage, 35'ht limit
MED HI	MED. HI 5-9 du/acre 11.25-20.2 persons/acre	C-SC	SHOPPING CENTER 35%max bldg coverage, 35'ht limit
MEDIUM	MEDIUM 2-5 du/acre 5.1-12.75 persons/acre	C-P	PROFESSIONAL, 50% max bldg coverage, 35' ht limit
LOW	LOW 2 du/acre 5.1 persons/acre	INDUSTRIAL	
ESTATE	ESTATE 1 du/acre 2.8 persons/acre	I-L	LIGHT 50% max bldg coverage, 35'ht limit
RURAL	RURAL 1 du/2.5 acres 1.4 persons/acre	I-H	HEAVY 50% max bldg coverage 30' height limit
MTN	MOUNTAIN 1 du/5 acres .6 persons/acre	OS	OPEN SPACE
		P	PUBLIC/QUASI PUBLIC
		TP	TIMBER PRODUCTION

SPECIAL TREATMENT AREA

PLANNING AREA

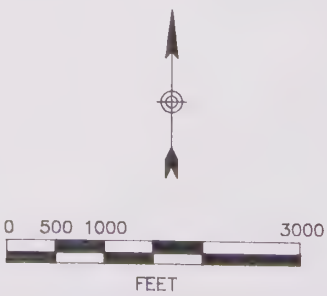
CITY LIMITS

Figure:
LU-1

City of Scotts Valley
General Plan
City-wide Land Use Plan

DISCLAIMER
THIS MAP WAS DEVELOPED PRIMARILY FOR THE GENERAL PLAN.
THE CITY IS NEITHER LIABLE NOR RESPONSIBLE FOR USE OF THIS
MAP BEYOND ITS INTENDED PURPOSES.

BASE MAP: LYNX Technologies



CHAPTER II

CIRCULATION

The Circulation Element is required by California Government Code Section 65302(b). The Circulation Element contains policies and a map indicating the general location and extent of existing and proposed circulation routes and facilities; provides for a transportation system adequate to serve the traffic projected to be generated by the land uses shown on the General Plan Map as well as regional through traffic; promotes the efficient transport of people and goods; and encourages the efficient use of existing transportation facilities.

Recommended by Task Force November 19, 1992

Recommended by Planning Commission to Council, January 14, 1993

Accepted by City Council, April 21, 1993

CIRCULATION

This section discusses the existing transportation system in Scotts Valley. The interaction between land use and transportation has been recognized for years, and it remains critical. Not only do transportation facilities change patterns of land use, but shifting land use patterns create unexpected transportation demands. The City must anticipate the opportunities and constraints provided by transportation.

Scotts Valley is serviced by several State, County, City, and private transportation systems roads. Bus-oriented public transit services and trucking industries also serve the City. Non-motorized transportation such as biking, equestrian, and hiking trails are also part of Scotts Valley's transportation system. Their location, extent, and how they affect roads and highways are discussed at the end of this section.

Road and Highway Categories There are primarily two systems for classifying roads and highways: functional and jurisdictional. The functional classification refers to the type of service a road or highway provides and includes measurements of its use and performance. Jurisdictional classification refers to the level of government which has control of and maintenance responsibility for the road or highway. This classification also determines sources of available funding.

Functional Classification The categories for functional classification used in this section are listed and described in Table C-1. These categories are applied to the Planning Area's major roadways shown in Figure C-1.

TABLE C-1
Roadway Functional Descriptions

Category	Function	Characteristics
Type I Freeway	Serves longest trips with highest mobility.	Connects states, regions, metropolitan areas.
Principal Arterial	Greatest portion of through travel use.	Includes all higher volume streets except those serving short trips.

Table C-1 Continued

Category	Function	Characteristics
Minor Arterial	Serves local and long distance trips with moderate mobility and considerable land access.	Connects less concentrated traffic generating areas such as schools, neighborhoods, and shopping areas,
Connector (only within the County)	Provides link between adjacent incorporated and nonincorporated jurisdictions.	Collects traffic from neighborhood and rural areas.
Collector	Serves mixed trips and provides service to abutting land.	Collects traffic from local streets.
Local	All traffic originates from or is destined for, abutting lands.	All other rural and local access routes.

Source: Manual of Traffic Engineering Studies, 1976.

In the Planning Area, Highway 17 is classified as a Type I Freeway. It traverses the Planning Area from south to north, roughly splitting it into two halves. Mt. Hermon Road is the only principal arterial in Scotts Valley. Scotts Valley Drive is classified a minor arterial. Although not within the Planning Area, Graham Hill Road to the southwest of the Planning Area is utilized by residents of Scotts Valley. It is classified as a minor arterial. Six roadways within the city limits are classified as collectors. These are: Glenwood Drive, Granite Creek Road, Glen Canyon Road, Whispering Pines Drive, Lockwood Lane, and Bean Creek Road. All other roadways are classified as local streets.

Several of the collector streets change classification once they pass beyond the City limits. Glenwood Drive, Lockwood Lane, Bean Creek Road, Granite Creek Road, and Glen Canyon Road are classified as connectors beyond the points at which they leave the City limits.

Buildout of existing and proposed land uses will result in increased traffic volumes on many roadways, especially those roadways designated as collectors, connectors, arterials, and freeways under the existing classification system.

However, traffic volume increases are anticipated to be distributed throughout the Planning Area such that the functional classification of existing roadways as affected by traffic volume will remain the same.

Roadway improvements on Scotts Valley Drive, Glenwood Drive, and Mt. Hermon Road will allow significant volume increases on the existing roadway. Glenwood Drive is currently classified as a collector (and a connector outside the city limits). Significant traffic volume increases on this roadway are anticipated if areas on either side of it are developed. Scotts Valley Drive is classified as a minor arterial. Improvements to it would allow increased capacity, but it will retain its current classification.

Functional classification also describes a roadway's use in terms of the type of traffic it serves and/or areas it serves. Many of the Planning Area's roadways would see an increase in volume, but the purpose for which they are used (i.e., connecting particular areas or collecting traffic from lower volume streets) will remain much the same.

Jurisdictional Classification In the Planning Area there are three basic jurisdictional categories: State highways; County roads; and City streets, excluding private roads.

State Highway The state highway system, under the jurisdiction of the California Department of Transportation (Caltrans), serves a vital transportation role, allowing easy access of people, goods, and services throughout the State. The system also provides interstate access as part of the nation's complex web of highways.

Highway 17 provides a major connection between Highways 280 and Highway 1. Approximately five miles of this four-lane divided freeway lie within the Planning Area. There are two off/on ramps for Highway 17 in Scotts Valley. One ramp is located at Granite Creek Road and the other is at Mt. Hermon Road.

County Roads Most of the County roads in Scotts Valley fit the connector functional description, serving as minor rural and local access routes. One of these County roads, Graham Hill Road, serves traffic to and from more densely populated areas. It is classified as a minor arterial. This minor arterial carries some of the highest traffic loads in the Scotts Valley Planning Area.

City Streets The City of Scotts Valley currently maintains approximately 31 miles of roadway within the City limits. These streets include arterials, collectors, and local streets. A list of the public streets and maintenance schedule is on file in the Public Works Department of the City.

Streets Not Maintained by the City There are number of local streets within the City limits which are not maintained by the City of Scotts Valley.

Private streets may be maintained through an agreement between individual property owners, or through a street maintenance association. Some of these streets are in substandard condition which do not meet minimum standards for acceptance into the network of City maintained streets.

Use of Road and Highway Systems

This section details the level of use of the existing circulation system. Use is determined by average daily traffic (ADT) counts which have been recorded by Caltrans and Scotts Valley Citywide Transportation Study.

Average Daily Traffic ADT data is compiled in order to determine the level of use of a specific road, highway, or segment thereof. Within the Planning Area, Highway 17 constitutes the primary corridor for traffic movement. Traffic counts obtained from Caltrans are show in Table C-3 below.

TABLE C-3

ADTs for Highway 17

Location	Average Annual Day	Peak Hour
Highway 17 & Mt. Hermon Rd.	63,000 ADT	8,000 ADT
Highway 17 & Granite Creek	57,000 ADT	7,200 ADT

Source: Caltrans, 1991 (Telecomm with Earl Sherman)

These totals indicate the significant numbers of vehicles that travel Highway 17 and pass by the Mt. Hermon Road and Granite Creek junctions. Consequently, this area is subject to congestion and traffic accidents.

Long range plans for an additional on/off ramp have been under consideration by the City and Caltrans. The State has given such a project very low priority, and at the present time it would be cost prohibitive for the city to undertake without assistance.

Average daily traffic counts have been made for the nine main traffic corridors within the City of Scotts Valley. They include:

1. State Highway 17 at Granite Creek Road;
2. Scotts Valley Drive from Mt. Hermon Road to Bethany Drive;
3. Mt. Hermon Road from Lockhart Gulch Road to State Highway 17;
4. Glenwood Drive from Scotts Valley Drive to the northern city limit; and
5. Granite Creek Road from State Highway 17 to the eastern city limit.
6. Hacienda Drive.
7. Glen Canyon Road.
8. Bean Creek Road.
9. Lockwood Lane.

Traffic counts taken in 1983 and 1988 for these corridors are shown in Table C-4.

TABLE C-4
Traffic Counts (ADT)

Location	1983*	1988*	Most Recent Counts
State Highway 17	37,500	52,500	51,000 (1992)
Scotts Valley Drive	13,192	12,400	21,510 (1992)
Mt. Hermon Road	27,360	31,100	34,650 (1992)
Glenwood Drive	3,101	2,500	2,500 (1988)
Granite Creek Road	4,732	5,000	6,043 (1994)
Glen Canyon Road	2,141	3,000	4,583 (1994)
Bean Creek Road	2,632	3,000	4,623 (1992)
Lockwood Lane	2,950	3,700	3,575 (1992)

*Source: Vehicle Volume Summary Traffic Counts for City of Scotts Valley, 1983, TJKM Citywide Transportation Study, 1988

Performance of Road Systems A number of parameters can be used to evaluate the performance of a road or highway, including capacity of streets, Level of Service at intersections, and accident statistics. The most immediate noticeable impact of a decreased Level of Service is the increase in average delay moving through any intersection or street segment.

Level of Service for Intersections Level of Service considers numerous factors, such as traffic type and volume, prevailing speeds, roadway conditions and controls, alignment, grade, and freedom to maneuver. The listing below is a summary of the levels, ranging from ideal to forced flow based upon the 1985 Highway Capacity Manual:

Level of Service	Type of Flow	S p e e d	Maneuverability
A	Free Flow v/c .00-.60	Freedom to select desired speed is extremely high.	Freedom to maneuver is extremely high.
B	Stable Flow v/c .61-.70	Speeds relatively unaffected by presence of others.	Slight decline from LOS "A" in freedom to maneuver due to the presence of others in the traffic stream.
C	Beginning range of flow where users become significantly affected by traffic stream. v/c .71-.80	Speed affected by presence of others.	Requires substantial vigilance of users
D	High density but stable flow v/c .81-.90	Speed severely restricted.	Maneuverability is restricted. Drivers & pedestrians experience generally poor level of comfort.
E	Usually Unstable Flow small increase in traffic will cause breakdown. v/c .91-1.00	Speeds reduced to low, but relatively uniform value.	Extremely difficult to maneuver. Driver & pedestrian frustration high.
F	Forced or breakdown flow v/c 1.00 +	Queues formed, characterized by extremely unstable stop-and-go waves.	Comfort and convenience levels extremely poor and driver & pedestrian frustration generally high.

In 1988 the City accepted a City-wide Transportation study by TJKM that included an analysis of the major intersections in the City and proposed possible improvements in the form of additional lanes and improved turning movements. The TJKM report pointed out the necessity for the City to carefully analyze the current Level of Service at each major intersection, prepare long range plans for improvements, and ensure that new projects being proposed mitigate any additional traffic impacts on these intersections.

Safety Another measure of a road's performance is safety. Driving hazards invariably increase with lower levels of service, partially because of increased traffic and partially because of inadequate facilities to control and direct increases in traffic. Often the level of service indicated for a roadway does not accurately reflect the hazards associated with it.

Locations and roadways having unusually high accident rates are mapped by the Scotts Valley Police Department and used by the Public Works Department in order to identify potential road deficiencies. If the improvements require major modifications, such as road resurfacing or widening, they may be included in the capital improvements plan.

Road and Highway Improvement Current, planned, and proposed improvements to Scotts Valley's circulation system focus on three primary goals: increasing efficiency and safety of existing roadways; constructing new facilities that promote better access to larger areas of the City; and alleviating pressures on the existing circulation system.

Several major improvements would be needed to achieve a tolerable level of service with the buildout of the City of Scotts Valley in accordance with the General Plan. Table C-2 provides a list of these planned roadway improvements. Improvements have been prioritized as short-term (5 year), mid-term (5-15), or long-term (over 15 years) needs. The improvement designation number provides a key for identifying the improvements as illustrated on the transportation map, Figure C-2.

TABLE C-2
Scotts Valley Transportation and Circulation Improvements

<u>Project</u>	<u>Project Implementation Timing & Action Item</u>	<u>Improvement Designation</u>	<u>Improvement/Status</u>
Scotts Valley Drive Master Plan	Short term CA 126	1	Four-lane widening widening median and turn pockets bike lanes, sidewalks. Status: DESIGN
Scotts Valley Dr/Granite Ck Rd intersection.	Short Term CA 143	2	Intersection impvts road widening and pedestrian overpass. Status: DESIGN

Table C-2 (Continued)

<u>Project</u>	<u>Project Implementation Timing & Action Item</u>	<u>Improvement Designation</u>	<u>Improvement/Status</u>
Scotts Valley Dr/Mt Hermon Rd intersection	Short Term CA 143	8	Intersection impvts & road widening. Status: UNDER CONST
Gateway South	Short Term CA 143	11	Signalize southbound offramp at Mt Hermon Rd. Realign south- bound onramp and La Madrona Drive. Status: UNDER CONST
Emergency Access from Bethany to Glenwood	Short Term CA 129	14	Connect Bethany Dr. to Canham Road Status: <i>REQUIRES DESIGN</i>
Emergency Access from Whisp Pines to Manana Woods	Short Term CA 129	14	Maintain connection of La Cuesta to Arabian Court.
Emergency Access from Granite Creek Road to Highway 17	Short Term CA 129	14	Connect Succinto Dr to Highway 17 Status: <i>REQUIRES DESIGN</i>
Emergency Access from Willis Rd to Scotts Travel Valley Drive	Short Term CA 129	14	Connect service road south of Trails to upper Willis Road. Status: <i>REQUIRES DESIGN</i>
Emergency access from Sunridge Dr to El Pueblo	Short Term CA 129	14	Maintain connection of Disc Drive to Sunridge Dr at Seagate.
Skypark access	Short Term CA 135	6	Construct roads consistent with the Skypark Specific Pln Status: <i>REQUIRES DESIGN</i>

Table C-2 (Continued)

<u>Project</u>	Project Implementation Timing & Action <u>Item</u>	<u>Improvement Designation</u>	<u>Improvement/Status</u>
El Pueblo Extension, North	Short Term CA 134	12	Extend El Pueblo northerly across Carbonero Creek to Technology Circle. Status: <i>REQUIRES DESIGN</i>
Mt Hermon Master Plan	Short Term CA 127/CA 138	13	Combine ingress/ egress points, provide pedestrian crossings, re-route Kings Village Road, design intersections to coordinate shopping centers. Status: <i>REQUIRES DESIGN</i>
Mid-town Interchange	Mid Term CA 133	4	Construct freeway interchange from El Pueblo Rd to Green Hills Road over Hwy 17, midway between Granite Creek and Mt. Hermon Road interchanges. Status: <i>REQUIRES DESIGN</i>
Bean Creek Road re- alignment	Mid Term CA 130	10	Realign Bean Ck Rd in conjunction with plan lines west of Scotts Valley Drive Status: <i>REQUIRES DESIGN</i>
West of Scotts Valley Drive	Mid Term CA 136	7	Develop plans to improve neighbor- hood circulation patterns west of Scotts Valley Drive. Status: <i>REQUIRES DESIGN</i>

Table C-2 (Continued)

<u>Project</u>	<u>Project Implementation Timing & Action Item</u>	<u>Improvement Designation</u>	<u>Improvement/Status</u>
Glenwood Drive	Mid Term CA 166	9	Road widening and bike lanes. Status: <i>REQUIRES DESIGN</i>
El Pueblo Extension, South	Mid Term CA 137	15	Extend El Pueblo southerly to Disc Dr, parallel to Scotts Valley Drive. Status: <i>REQUIRES DESIGN</i>
Granite Ck Rd interchange reconstruction	Long Term CA 143	5	Reconstruct to improve efficiency and safety. Status: <i>REQUIRES DESIGN</i>
Mt. Hermon Rd/ Graham Hill connection	Long Term CA 139	16	Develop plan lines from Mt. Hermon Rd opposite Lockhart Gulch Rd to Graham Hill Road Status: <i>REQUIRES DESIGN</i>

Of special concern are the two arterials in the City that serve the commercial areas, Scotts Valley Drive and Mt. Hermon Road. The projected level of traffic on Mt. Hermon Road and Scotts Valley Drive would require widening Mt. Hermon Road and Scotts Valley Drive to seven lanes (three in each direction with a center turn lane), to achieve level of service "C" at the intersections. Mt. Hermon road and Scotts Valley Drive require eight lanes at their intersection. Without this substantial widening, the intersections on Scotts Valley Drive and Mt. Hermon Road cannot be expected to provide better than Level of Service "D" at General Plan buildout. LOS "D" is common in many communities within the San Francisco Bay Area and recommended by the TJKM report.

Though the major transportation improvements needed focuses on the major traffic corridors, additional growth in the Planning Area (particularly residential development) will also generate traffic on local streets.

Residential land uses surround the central commercial/industrial core of the City. Safe and efficient access to existing and future residential developments will largely depend upon the physical condition and design of local streets serving such developments.

Many local City-owned and privately-owned streets in the Planning Area are in need of repair and improvement (primarily storm drains, paving, curbs, gutters and sidewalks). The major traffic corridors and streets in Scotts Valley are City-owned and, therefore, are maintained to meet specific roadway standards. The physical condition of the privately-owned streets vary but most are in need of repair and maintenance.

Safety conditions in the City could be improved if widening and/or repair of local privately-owned streets was undertaken and improved to City standards.

Repairs to private streets are the responsibility of their owners, but once repairs are made, privately-owned streets can be offered for dedication to the City and subsequently included in the City's roadway maintenance program. In order for this to occur, privately-owned streets must meet the specific City roadway design criteria and standards.

Road and Highway Financing The financing of roads and highways in the Planning Area is dependent on a number of revenue sources at federal, state, and local levels. These revenue sources are identified and described below:.

A. FEDERAL REVENUES

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 redefined federal funding sources for roads, transit and bicycle/pedestrian projects. A key provision of ISTEA was the flexibility to distribute funds based on regional need. In this way, street/highway, transit and other alternative transportation modes would compete for the use of funds. ISTEA provided three specific categories of funds which could be used flexibly by local agencies for their projects/programs. These are:

Regional Surface Transportation Program (RSTP): The funds are apportioned by Caltrans to Metropolitan Planning Organizations in California based on population (AMBAG). Under state ISTEA implementation legislation (SB 1435), the funds are further apportioned, based on relative population, to the Regional Transportation Planning Agencies (RTPAs).

When apportioning RSTP funds, the RTPAs must ensure that 1) at least 110% of the amount apportioned under the FY 1991 Federal Aid Urban (FAU) is apportioned (the old FAU system consisted of arterial streets and collector routes in urban or urbanized areas), and 2) at least 110% of the amount apportioned under the FY 1991 Federal Aid Secondary (FAS) is apportioned (the previous FAS system included principal and feeder roads linking to the primary highway network).

Congestion Mitigation and Air Quality (CMAQ) Improvement Program: CMAQ funds, as developed under ISTEA, are available to ozone and carbon monoxide nonattainment areas for programs and projects which contribute to the attainment of National Ambient Air Quality Standards. These funds were designated principally to fund projects for implementing Transportation Control measures (TCMs) in the adopted State Implementation Plan for air quality.

In California, these funds are apportioned by Caltrans to Metropolitan Planning Organizations responsible for air quality conformity determinations in federally designated air quality nonattainment and maintenance areas within the state based on a formula using population and a factor of nonattainment severity.

Under state ISTEA implementation legislation (SB 1435), the funds are further apportioned based on relative population, to the Regional Transportation Planning Agencies (RTPAs).

Federal Transit Administration (FTA): The federal transit assistance program for urbanized area transit operators currently consists of FTA Section 9 block grants which are allocated on a formula basis and can be used for both operations and capital acquisitions. These grants are apportioned annually to urbanized areas through a formula weighted by 1990 U.S. Census population, population density and vehicle miles.

For both RSTP and CMAQ funds, there is a designated committee within each county which is responsible for the development of an annual RSTP and CMAQ program of projects. Respective programs of projects are amended into the Regional Transportation Improvement Programs (RTIPs) prior to incorporation into the Federal Transportation Improvement Program (FTIP).

B. STATE REVENUES

State revenues for transportation come from three basic sources: federal aid programs discussed earlier, the State Highway Users Tax Account (which includes federal aid money) and the State Highway Account.

The revenues in the State Highway Users Tax Account are collected from fuel taxes and motor vehicle fees (such as regulation and weight fees). These funds support non-federally funded costs and provide state matching monies for federal aid. The funds are apportioned to counties and cities in the form of gas tax revenues and any unobligated balance is transferred to the State Highway Account.

The State Highway Account receives all federal aid funds in addition to the spillover of the State Highway Users Tax Account. Expenditures of State Highway Account monies are directed to the following four categories:

- o Allocations to counties and cities to be spent by each for street and highway projects.
- o Expenditures for maintenance and administration on the state highway system.
- o Capital outlays for construction, reconstruction and right-of-way costs on state highways and other streets and roads.
- o State Transit Assistance Funds (STAF) for operating and capital assistance for local transit.

C. LOCAL REVENUES

Local transportation revenues come from the California Transportation Development Act (TDA), the State gas tax apportioned to counties and cities by the state, and the local half-cent sales tax in Santa Cruz County which is dedicated to transit use.

The Transportation Development Act (TDA) of 1971 extended sales tax to gasoline purchases and earmarked one quarter of one percent of all sales tax proceeds for public transit improvements in the county where the revenue was generated.

Financing for maintaining and improving the circulation system is in a high state of uncertainty, due primarily to decreasing funding. State and federal revenues are typically earmarked for particular activities and precluded from use on other activities. Revenues cannot always be spent the way various jurisdictions might choose. The choice of activities to be funded are made by the metropolitan transportation agency which is the Santa Cruz County Regional Transportation Commission. The City of Scotts Valley shares three seats on the Commission with the four cities in determining the distribution of funds throughout the county.

Scenic Highways No scenic highways have been designated within the City of Scotts Valley. However, Scotts Valley is endowed with the extraordinary scenic qualities afforded it by the mountain environment. Figure OS-1 in the Open Space and Conservation element shows scenic road corridors where roads could be considered for scenic highway designation. Figure OS-1 also identifies prominent ridges and features and vistas throughout the City. Special attention should be given to maintaining viewsheds as seen from the following transportation routes: Mt. Hermon Road, Scotts Valley Drive, Lockhart Gulch Road, Bean Creek Road, Glenwood Drive, Granite Creek Road, Glen Canyon Road, Lockwood Lane, Green Hills Road, and La Madrona Drive.

Congestion Management In June 1990, the California voters passed Propositions 108 and 111, which included a requirement that agencies throughout California be designated to prepare Congestion Management Programs (CMP) which would curb the growing congestion on California's transportation facilities. In Santa Cruz County, the Santa Cruz County Regional Transportation Commission (SCCRTC) was designated as the agency to prepare the CMP for the Santa Cruz region. Generally, the CMP was designed to make effective use of all methods of transportation, require local jurisdictions to consider the impact of their land use decisions on the regional transportation network and to develop congestion relief measures that also benefit air quality. Among the requirements to develop congestion relief measures and benefit air quality is adoption of a trip reduction ordinance (TRO). Currently all local jurisdictions are in the process of developing TROs. These TROs and all congestion management techniques involve reducing dependency on the single occupancy motor vehicle.

In Scotts Valley, the Draft CMP designates the following roadways and intersections as regionally significant:

1. Scotts Valley Drive
2. Mt. Hermon Road
3. Scotts Valley Drive intersection at Mt. Hermon Road
4. Scotts Valley Drive intersection at Granite Creek Road
5. Highway 17 southbound intersection at Scotts Valley Dr
6. Highway 17 northbound intersection at Granite Creek Road

Land use decisions which would affect the capacity of operation of these roads and intersections must be carefully analyzed. The City and developers must explore possible improvements to bicycle lanes, transit and pedestrian facilities and other forms of alternative transportation in order to manage traffic congestion in the future.

Public Transit Services In Scotts Valley there are basically two forms of public transportation services. Traditional fixed-route bus service is provided by the Santa Cruz Metropolitan Transit District (Metro). Other regional bus service is provided by Greyhound Lines, Inc., and Peerless Stages.

The Santa Cruz Metro has been in service since 1968. It has an annual ridership of more than seven million, with 38 routes. The Transit Center is located in Santa Cruz at 920 Pacific Avenue. Route 30 is the principal transit route within Scotts Valley, serving points along Scotts Valley Drive, Mt. Hermon Road and Lockwood Lane. During the school year, the average weekday ridership was 530 in FY 1991-92.

Scotts Valley has been awarded grants to develop a shuttle service and intermodal transit center from the Monterey Bay Unified Air Pollution Control District and the Santa Cruz County Regional Transportation Commission. The shuttle service is being studied by the Santa Cruz Metro and the transit center will provide a multi modal hub connecting with regional transportation facilities. Significant additional funds will have to be acquired to ensure the success of these transit services.

Greyhound Lines, Inc., provides transportation service throughout the United States and Canada. Greyhound Lines, operating as a corporation is regulated by the California Public Utilities Commission and Interstate Commerce Commission. Local service for Scotts Valley is provided between Santa Cruz and Santa Clara. The bus stop is located on Scotts Valley Drive at Terrace View Drive.

Non-Motorized Transportation Non-motorized transportation includes biking, equestrian, and pedestrian modes. The facilities developed and maintained for these modes, such as bikeways, equestrian facilities, and pedestrian facilities are developed and maintained by both the City and private parties.

Bikeways The 1991 Parks Master Plan shows existing and proposed bicycle paths and recommends improvements to routes within the City.

In addition, the City and the County of Santa Cruz have worked together in developing a regional system of bicycle paths that includes bike paths through the Planning Area. Listed below are bike lanes that exist along some of the roads in Scotts Valley:

- Mt. Hermon road from Highway 17 to Lockwood Lane
- Scotts Valley Drive from Granite Creek to Mt. Hermon Road
- Granite Creek Road (at the Highway 17 Overpass)

Current trends and conditions indicate a greater potential for bicycling as a viable transportation mode, particularly for intra-city trips. Various factors are contributing to this, such as Scotts Valley's favorable climate, increasing energy costs, increasing road and parking congestion (and increasing road construction costs), and increased use of bicycles for commuting and recreation (touring).

Figure 1 the Parks Master Plan shows suggested bicycle lanes along Glenwood Drive, Graham Hill Road, La Madrona Drive, Green Hills Road, Glen Canyon road, South Navarra and Navarra Drives, Lockwood Lane, Kings Village Road, Bluebonnet Lane, and Bean Creek Road. Transportation improvements on these roads (i.e., widening or repaving) should include provisions for bicycle lanes.

Equestrian and Hiking Trails Existing and proposed trails are also illustrated in Figure 1 of the Parks Master Plan. At present, there are no trails specifically signed and designated for equestrian or multipurpose use. However, the City has made an effort to establish right-of-ways for a number of these trails. The intent is to develop an integrated system of new trails to provide a continuous regional system.

Existing trails are generally located in the more rural, undeveloped portions of the Planning Area.

New proposed multi-use trails in the City are largely located along the ridges of the hills west of Highway 17 and at the foot of the steep slopes north of Graham Hill Road.

Pedestrian Facilities Pedestrian facilities consist primarily of sidewalks, paths, and structures to separate pedestrian from vehicular traffic. Each jurisdiction has the authority to provide these facilities for its citizens. Provision of facilities for walking trips can assist in conserving energy and improving air quality and traffic congestion. The pedestrian mode cannot replace lengthy trips; however, a certain percentage of trips within urbanized areas are short-distance trips that could be made by walking.

It is a goal of local transportation planning to integrate pedestrian facilities into the transportation system in a manner which will enhance the safety and convenience of pedestrian movements.

TRANSPORTATION

Transportation Systems

CG-85 GOAL

TO PROVIDE THE PLANNING AREA WITH AN INTEGRATED TRANSPORTATION SYSTEM WHICH SERVES PRIVATE MOTORIZED VEHICLES, BICYCLES, EQUESTRIANS, PEDESTRIANS AND OTHER FORMS OF TRANSIT.

CO-86 Objective

Develop and maintain an integrated transportation system that is within the City's ability to finance and operate.

CP-87 Policy

The City shall identify capital improvements necessary to develop an integrated transportation system.

CA-88 Action

The capital improvement program shall be annually updated to identify transportation system improvements, consistent with General Plan policy, to be implemented in 5, 5-15, and 15+ years. The capital improvement program shall identify and estimate implementation dates and funding sources, and prioritize programs.

CP-89 Policy

Pursue all available public and private sources of funding for transportation system development, improvement, and maintenance in order to minimize fiscal impacts on the City's general funds.

CA-90 Actions

Submit eligible projects to the Transportation Commission to obtain priority status and funds.

CA-91 Direct the Public Works Director to prepare and present effective materials for projects before the Transportation Commission.

CA-92 Require those benefiting from transportation improvements to pay a fair share of the costs.

CA-93 Develop an active grant program by assigning a staff member the task of monitoring and applying for appropriate programs which are complementary to the City's funding needs for transportation.

CA-94 Collect traffic impact mitigation fees from developers of new projects, based on the MSI Study. Use these fees to develop designated transportation facilities.

Policy

CP-95 The City shall coordinate its transportation planning effort with appropriate agencies to promote an integrated transportation system which favors public transit and alternatives to the single occupancy vehicle.

Actions

CA-96 Submit capital improvements proposed for the City's transportation system to appropriate agencies, such as Caltrans, the Santa Cruz County Metropolitan Transit District, Santa Cruz County Regional Transportation Commission, and the bicycle and equestrian clubs, for review and comment.

CA-97 Adopt a new citywide transportation master plan that de-emphasizes the role of the automobile and emphasizes the role of alternative forms of transportation. The plan shall include a cost analysis and capital improvement program to implement the plan.

CA-98 Reevaluate the Trip Reduction Ordinance (TRO) in conjunction with the Santa Cruz County Regional Transportation Commission (SCCRTC) and the Monterey Bay Unified Air Pollution Control District (MBUAPCD).

CA-99 Join and maintain membership in the Santa Cruz Area Transportation Management Association (TMA) and the Association of Monterey Bay Area Governments (AMBAG).

CA-100 Create incentives which encourage employers throughout the City to join the TMA.

CA-101 Consider economic incentives for employers which reflect the cost of individual transportation choices.

CA-102 Consistent with the TRO, the City shall participate in trip reduction and congestion management techniques to serve as a model for other city employers.

CA-103 The City shall develop sidewalks along Scotts Valley Drive, Mt. Hermon Road and all collector streets with pedestrian access connecting complimentary land uses wherever feasible.

Objective

CO-104 Minimize the potential adverse effects associated with development of an integrated transportation system.

Policy

CP-105 The integrated transportation system shall be designed, constructed and maintained for the safety of its users and to preserve and/or enhance the beauty of the area.

Action

CA-106 Consider the findings of the North Scotts Valley Drive Circulation Study and Supplement, July 1989, and January 1990, the Gateway South Assessment District Traffic Engineering Studies, December 1987, and all EIR traffic studies, and other certified approved traffic studies, and implement appropriate recommendations.

CA-107 Design transit facilities which are attractive, safe and comfortable for riders with open design which is readily visible in order to discourage loitering.

CA-108 Encourage the inclusion of public art in the development of all transit facilities while aggressively enforcing anti-graffiti policies.

Policy

CP-109 The integrated transportation system shall be designed, constructed, and maintained to minimize adverse impacts on the Planning Area, particularly on adjoining uses of land.

Actions

CA-110 Continue to support the existing transit service which de-emphasizes the role of the automobile.

- CA-111 Through the environmental review process consider mitigations for traffic impacts which encourage the use of public transit, and non-motorized vehicles.
- CA-112 Require buffering and landscaping in and around transportation facilities to shield the visual effects and noise associated with a transportation system.
- CA-113 Through the environmental review process proposed developments shall determine the need, if any, for mitigations beyond those identified in the MSI study and the timing of construction for needed improvements.
- CO-114 Objective
Attain full transportation planning capability.
- CP-115 Policy
The City shall lobby to change state law so that the City will be able to maintain a City seat on the Transportation Commission every year.
- CA-116 Action
The Planning Director and Public Works Director shall review appropriate Transportation Commission reports for impacts in Scotts Valley and prepare reports for the Council.
- CA-117 A city councilmember shall be the appointee to the Transportation Commission, and may appoint a member of the public works staff to be the alternate.
- CO-118 Objective
Establish a central multi-modal transit center within Scotts Valley.
- CP-119 Policy
The City shall work with the Santa Cruz Metropolitan Transit District to develop a central multi-modal transit center along Mt. Hermon Road.
- CA-120 Action
The Skypark Subcommittee shall make appropriate recommendations to the City Council to establish the multi-modal center.

Streets and Highways

CG-121 GOAL

TO PROVIDE FOR A PUBLIC STREET AND HIGHWAY SYSTEM CAPABLE OF ACCOMMODATING EXISTING AND PROJECTED NEEDS OF THE PLANNING AREA.

Objective

CO-122 Establish a street and highway system which serves the Planning Area that gives preference to local residents' safety and comfort.

Policy

CP-123 The present street and highway system shall be improved and maintained to provide safe and efficient travel between various parts of the planning area and to individual properties.

Actions

- CA-124 A 10 year street maintenance plan shall be prepared. It shall be updated annually adding a new year with each update, which shall be submitted with the budget package.
- CA-125 The city shall undertake a program to assure that all city streets are maintained whether by public or private means.
- CA-126 The Scotts Valley Drive Master plan shall be implemented.
- CA-127 By January 1995, prepare a Mt. Hermon Road Master Plan including all intersections and access points, pedestrian crossings, turning movements and signal synchronization.
- CA-128 Maintain closure of Sunridge Drive at Disc Drive and South Navarra Drive at Green Hills Road.
- CA-129 Require new development to construct and maintain emergency accesses, including Bethany Drive to Canham Road, Sucinto Drive to Highway 17, Upper Willis Road to Scotts Valley Dr. and Sunridge to Disc Drive.
- CA-130 Require new development at Bean Creek Road and Scotts Valley Drive intersections to participate in realigning Bean Creek Road west of Scotts Valley Drive.

- CA-131 No new construction shall occur within the Camp Evers Special Treatment Area until review and approval of a circulation plan coordinated with neighboring land uses has occurred.
- Policy
- CP-132 The traffic circulation system of the city shall be improved to extend and connect streets as needed for future development and present convenience.
- Actions
- CA-133 Prior to more intense development of the Green Hills Road area, build a mid-town interchange, connecting highway 17 with Green Hills Road and El Pueblo Road, according to Caltrans guidelines. By January 1995, the City Council shall amend Ordinance 143 establishing Developer Impact Fees Schedule to include fees for development of the mid-town interchange. The fees would be collected for any construction that would benefit as a result of the mid-town interchange.
- CA-134 During the planning and permit process for parcels located between Carbonero Creek and Scotts Valley Drive and between Disc Drive and El Pueblo, cross easements shall be required where appropriate to facilitate the circulation of commercial traffic to and from parcels not located at an intersection with full turning movement capacity.
- CA-135 Establish a Skypark circulation system to provide efficient flow through the project and be compatible with surrounding roadways.
- CA-136 Identify plan lines to be extended throughout the city, per Table C-2.
- CA-137 Construct a roadway connection from Janis Way to Technology Circle across Carbonero Creek, relocating parking spaces from parking lots if necessary.
- CA-138 Connect Scotts Village in front of the Good-year garage to Graham Plaza.
- CA-139 Develop plan lines from Lockhart Gulch to Graham Hill Road during development of the Kaiser Quarry.

- CA-140 Prior to development of any property in the Mt. Hermon Road Special Treatment Area, a circulation plan shall be developed to minimize access points on Mt. Hermon Road as described in the land use element of the General Plan.
- Policy
- CP-141 The Planning Area's street and highway system shall be coordinated with street and highway networks in adjacent areas.
- Action
- CA-142 Maintain the City street and highway system to integrate with the road system already established by Santa Cruz County. The Public Works Director shall ensure a coordinated system design.
- CA-143 Continue to work with Caltrans to improve the Granite Creek and Scotts Valley Drive intersections.
- CA-144 Seek funding and/or shared maintenance expense agreements with the County and Caltrans for the Mt. Hermon Road corridor, which serves as a primary access for the San Lorenzo Valley.
- Objective
- CO-145 Improve the performance and safety of the City's street and highway system through ongoing traffic monitoring and improvement programs for the Mt. Hermon Road corridor which serves as a primary access for San Lorenzo Valley.
- Policy
- CP-146 The City shall identify and improve congested and critical traffic locations.
- Actions
- CA-147 The City Engineer shall prepare a formula for calculating the Level of Service on streets and intersections based upon the Highway Capacity Manual Guidelines.
- CA-148 Continue to monitor existing traffic problem areas through the City's Public Works Department with traffic counts and additional or expanded traffic studies. The City Engineer/Public Works Director shall develop and maintain an analysis of the current LOS at identified streets and intersections.

- CA-149 Scotts Valley Drive at Mt. Hermon Road and Granite Creek Road at Scotts Valley Drive shall be upgraded to a Level of Service "D", or better.
- CA-150 Require that all intersections maintain a Level of Service "C", or better, except as noted in this plan.
- CP-151 Policy
Require new developments to identify traffic problem areas as a part of the monitoring program and condition projects to mitigate problems.
- CA-152 Action
The City Engineer will require new development to provide traffic counts and LOS analysis based upon the City's formula and contribute fair share funding for improvements to roadway system problem area.
- CP-153 Policy
On-street parking along arterials shall be prohibited.
- CA-154 Action
Retain the ordinance prohibiting parking on Mt. Hermon Road and Scotts Valley Drive.
- CP-155 Policy
On-street truck loading and unloading shall be prohibited on major arterials during peak traffic flow hours and discouraged at all other times.
- CA-156 Actions
Retain the ordinance prohibiting on-street truck loading and unloading on Mt. Hermon Road and Scotts Valley Drive during peak traffic flow hours, and post hours that truck loading is allowed.
- CA-157 Truck movements required to load or unload which block traffic shall not be allowed.
- CP-158 Policy
Heavy semi-trailer truck traffic on major arterials shall be prohibited consistent with state law.
- CA-159 Action
The City shall work with federal, state, and local jurisdictions to offset the impact on City streets of truck traffic originating outside the City.

- CP-160 Policy
The City shall promote a street lighting program for the safety of pedestrians and transit patrons.
- CA-161 Action
Establish street lighting districts where appropriate as a part of the overall transportation system capital improvement program.
- CP-162 Policy
Driveways, mid-block access points and non signalized intersections shall be limited where appropriate.
- CA-163 Actions
The City shall encourage the consolidation of properties along Scotts Valley Drive to improve circulation more suitable for quality development.
- CA-164 During permit processing, require development to utilize joint driveways or frontage roads between properties.
- CP-165 Policy
The City shall plan for sidewalk construction as part of new development and improvement projects in appropriate areas.
- CA-166 Action
As part of the capital improvement program and new public or private roadway improvement projects, identify the need for and require the installation of sidewalks.
- CP-167 Policy
Adequate provision shall be made for pedestrian crossings at appropriate locations.
- CA-168 Action
As part of the capital improvement program and new public or private roadway improvement projects, identify the need for and require installation of pedestrian signals and crosswalks, along streets and within parking lots.

Scenic Roads and Highway

CG-169 GOAL

TO ESTABLISH, MAINTAIN AND ENHANCE THE SCENIC BEAUTY OF THOSE ROADS, STREETS AND/OR HIGHWAYS WHICH ARE SIGNIFICANT TO THE PLANNING AREA, AND TO ENHANCE THE AESTHETIC AND VISUAL QUALITIES OF THOSE PORTIONS OF THE PLANNING AREA VISIBLE FROM MAJOR TRANSPORTATION CORRIDORS.

Objective

CO-170 Encourage the preservation and enhancement of the scenic beauty of all roads, streets and highways within the Planning Area as part of any road improvement or construction project.

Policy

CP-171 The City shall require the undergrounding of utilities along roadways.

Action

CA-172 Generate revenues to underground utilities by using Rule 20A funds or other financing mechanisms, and requiring developers to pay for undergrounding utilities adjacent to the project, or pay a fair share amount towards a future undergrounding project incorporating their project site.

Policy

CP-173 The City shall require appropriate landscaping and/or barrier screening in all new projects to screen off objectionable views along roads, streets and highways.

Action

CA-174 Require landscape plans for all new and major structural rehabilitation construction projects. Landscape plans shall be reviewed and approved by the Design Review Board.

Policy

CP-175 The City shall obtain conservation easements where appropriate to preserve scenic areas adjacent to roads.

Action

CA-176 Condition projects to dedicate conservation easements to preserve scenic areas adjacent to roads.

Policy

CP-177 The City shall ensure that traffic islands and median strips are landscaped to enhance the scenic beauty of the road.

- CA-178 Action
Develop design and landscaping criteria for islands, medians and major roadways that are sensitive to water resource limitations and reflect the City's scenic beauty.
- CP-179 Policy
The City shall prohibit the placement of unsightly advertising and street directional signs along roadways.
- CP-180 Policy
The City shall promote the placement of aesthetically pleasing streets and highway furniture.
- CA-181 Action
The Design Review Board shall develop criteria and review the placement of advertising signs, signs directing motorists to businesses or shopping areas, and street and highway furniture. Amend the City Code to require Design Review of these types of improvements.
- CO-182 Objective
Improve the aesthetic qualities of Scotts Valley Drive and Mt. Hermon Road, without constricting the normal flow of traffic.
- CP-183 Policy
The City shall employ a cooperative planning effort among public and private interests to implement appropriate land use controls and architectural techniques for improving and enhancing the scenic beauty and aesthetic qualities of Scotts Valley Drive and Mt. Hermon Road.
- CP-184 Policy
The City shall seek funding to improve and enhance the scenic beauty of Scotts Valley Drive and Mt. Hermon Road.
- CA-185 Actions
Continue to support benefit assessment districts and acquire local fees, Federal funds (Surface Transportation Program) and matching State grant funds to improve and enhance the scenic beauty of Scotts Valley Drive and Mt. Hermon Road.

CA-186 The City shall assist property owners on Mt. Hermon Road and Scotts Valley Drive, where feasible, with procedures to expedite project approval processing, assistance in the planning and design of rehabilitation projects, obtaining rehabilitation grants, and similar innovative programs.

CA-187 The City shall establish and maintain standards and guidelines to be used by the Design Review Board and Planning Commission in evaluating both new construction and rehabilitation projects. The purpose of such standards shall be directed to achievement of desirable levels of aesthetic quality, rather than to dictate a given style of architecture.

CA-188 The City shall enact and aggressively enforce an ordinance prohibiting long term storage of construction equipment, tractor-trailers, camping trailers, vehicle dismantling facilities and similar unsightly uses which lack adequate screening from arterials, collectors, and local streets.

CA-189 The City shall actively solicit grants, loans and other financial contributions which may be available for rehabilitation projects.

Objective

CO-190 Enhance the aesthetic and visual qualities of the Highway 17 corridor.

Policy

CP-191 The City shall petition Caltrans and other appropriate agencies to enhance the landscape adjacent to the roadway, preserve the views from the freeway, and buffer nearby properties from noise and lights.

Action

CA-192 Identify and prioritize problem areas along Highway 17 and provide improvement recommendations to Caltrans by official City resolution. Direct the Public Works Director to follow up on the city recommendations.

Policy

CP-193 The City shall require existing and new developments adjacent to Highway 17 to screen their parking, roof-top equipment, storage and loading areas to improve and enhance the views from the highway.

CA-194 Action
Implement enhancement programs contained herein for existing properties and require new developments to berm and landscape parking, storage, and loading areas to screen these improvements from Highway 17.

Transit Service

CG-195 GOAL
TO PROMOTE AN EFFICIENT AND REASONABLY PRICED TRANSIT SYSTEM FOR THE PLANNING AREA.

CO-196 Objective
Encourage public and/or private transit services as viable transportation alternatives.

CP-197 Policy
Working with appropriate agencies and jurisdictions, the City shall encourage transit use for both intra and inter city travels.

CA-198 Actions
Coordinate transit service with the appropriate agencies and jurisdictions and make available to the public both intra- and inter-city ride schedules.

CA-199 Incorporate transit service improvements into the Scotts Valley Drive Improvement District.

CA-200 Establish an intra-City shuttle service to provide cost effective transit to major shopping centers, employment centers and residential neighborhoods of Scotts Valley with time coordinated schedule links to inter-City and county transit services.

CP-201 Policy
The City shall encourage new developments to provide for and promote transit use, where feasible.

CA-202 Actions
New development should be required to provide fixed transit facilities such as bus shelters and pull-outs, consistent with anticipated demand. As a part of environmental and permit processing, submit development plans to the Santa Cruz Transit District for review and incorporate transit facilities, as appropriate, per district standards.

- CA-203 Require large multi-family residential, commercial and industrial facilities to make transit schedules available to the public.
- CA-204 The City shall investigate opportunities for centralized public or shared private parking facilities. New developments shall participate with the city in providing for these parking facilities.

Bicycle Transportation

CG-205 GOAL
 TO PROVIDE FOR A SAFE AND EFFICIENT BICYCLE TRANSPORTATION SYSTEM AS A MAJOR FORM OF TRAVEL OR RECREATION.

CO-206 Objective
 Establish a network of bicycle routes as part of the Planning Area's integrated transportation system.

CP-207 Policy
 The City shall maintain a comprehensive bicycle system plan for the City of Scotts Valley and shall, where possible, integrate the plan with those of adjoining jurisdictions.

CA-208 Action
 The Public Works Department shall periodically review and recommend amendments to the citywide comprehensive bicycle system plan of the Parks Master Plan, and incorporate it into the City's integrated transportation plan. Coordinate this plan with Santa Cruz County and Caltrans to ensure a comprehensive regional plan.

CA-209 The Public Works Department shall perform the necessary maintenance on all established bicycle lanes to keep them free of obstacles that would pose safety hazards for commute-style bicycles.

CP-210 Policy
 The City, working cooperatively with appropriate agencies and jurisdictions, shall designate a network of bicycle routes.

- CA-211 Action
Continue to cooperate with the Santa Cruz County Transportation Commission bicycle committee to establish a network of bicycle lane plan lines. Incorporate acquisitions and improvements of the bicycle lanes into the City's capital improvement program.
- CP-212 Policy
The City shall require new developments located along designated bicycle routes to provide an appropriate bicycle path, including rights-of-way and construction.
- CA-213 Action
As a part of permit processing, require new developments to provide rights-of-way and install bicycle route improvements, per the Parks Master Plan adopted by the City Council on May 1, 1991.
- CP-214 Policy
The City shall include bicycle lane construction in all road improvement and expansion projects on designated bicycle routes.
- CA-215 Action
Include bicycle lane right-of-way acquisition and improvements in transportation improvement projects.
- CP-216 Policy
The City shall develop funding sources for bicycle transportation system implementation and maintenance.
- CA-217 Action
Pursue State bicycle improvement grant funds, local revenue sources and assessment district financing to implement bicycle system improvements.
- CA-218 The Public Works Department shall include the estimated costs to maintain the bicycle lanes in the annual public works budget.
- CO-219 Objective
Reduce the conflict between bicycles and other modes of travel.
- CP-220 Policy
The City shall construct and maintain designated bicycle lanes in conformance with established safety standards.

- CA-221 Action
The Public Works Department shall inspect all bicycle lane improvements for conformance with established safety standards and adopted plans.
- CA-222 Alternate bicycle routes will be found to avoid congested areas where possible.
- CP-223 Policy
The City shall discourage street parking along designated bicycle lanes.
- CA-224 Action
Extend "No Parking" zones to include all improved bicycle lanes.
- CP-225 Policy
The City shall promote a bicycle safety educational program of the Scotts Valley Police Department.
- CP-226 Policy
The City shall encourage enclosed bicycle parking at shopping centers and businesses.

Hiking and Equestrian Trails

-
- CG-227 GOALS
TO PROVIDE A SAFE AND ACCESSIBLE SYSTEM OF HIKING AND EQUESTRIAN TRAILS THROUGHOUT THE CITY.
-

- CO-228 Objective
Designate hiking and equestrian trails for specific trail adoption and development.
- CP-229 Policy
The City shall prepare a comprehensive hiking and equestrian trail system plan integrated with those of adjoining jurisdictions.
- CA-230 Actions
Hiking and equestrian trails and easements shall be identified and, where appropriate, link with County, State or regional trail systems.
- CA-231 Where appropriate, hiking and equestrian trails shall connect with parks, recreational areas.

- CA-232 Coordinate the location of hiking and equestrian trails with the Sierra Club, the Santa Cruz County Horseman's Association, the Santa Cruz County Trails Commission, and affected property owners.
- CP-233 Policy
The City shall require public dedication of trail easements in new projects located along adopted trail routes.
- CA-234 Action
Condition development to require dedication of trail easements consistent with the General Plan.
- CP-235 Policy
The City shall identify funding sources to implement hiking and equestrian trails. These shall include State access grants, local revenue sources, assessment district financing, and conditioning of projects.
- CP-236 Policy
Hiking and equestrian trails shall be located, designed, and constructed to minimize adverse impacts on the areas through which they travel.
- CA-237 Action
Through the environmental review process, assess and mitigate potential adverse impacts of trail development and use to an acceptable level.
- CP-238 Policy
Promote public safety in planning, design, construction, and use of hiking and equestrian trails.
- CA-239 Actions
Plan and design a separation of hiking and equestrian trails from vehicular roadways.
- CA-240 If conflicts between uses become apparent, signs shall be installed restricting the use to only one type of use.
- CA-241 For maximum safety, the surface crossings of trails with roads shall be minimized.
- CA-242 Trail distance and directional markers shall be installed at the trailhead of routes that travel more than two miles without intersecting with a roadway.

CA-243

Trail crossings of roads shall be appropriately signed and marked.

CA-244

Amend the City Code to prohibit motorized vehicles on hiking and equestrian trails, post the trails with signs prohibiting such vehicles, assess impacts of violations on the Police Department and establish a level of fines that will pay for damages to public property.

CA-245

Investigate the use of hiking and equestrian trails for the use of fire safety and emergency evacuation.

revised in c:\text\gp-mstr\gen-pln 5/27/94
updated per 6/20/94 City Council meeting

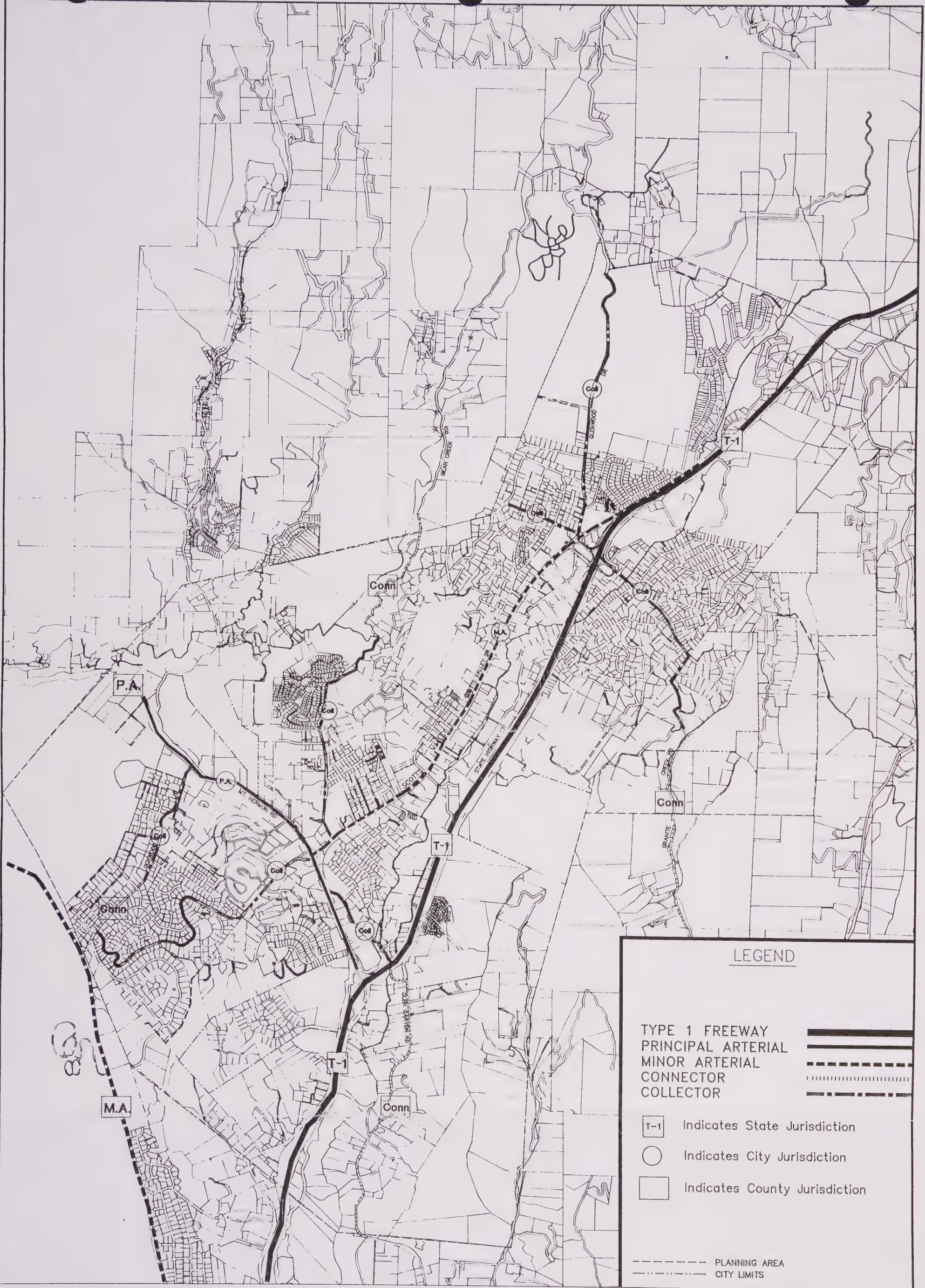


Figure:
C-1

City of Scotts Valley
General Plan
Streets & Highways
Functional Classification

DISCLAIMER
 THIS MAP WAS DEVELOPED PRIMARILY FOR THE GENERAL PLAN.
 THE CITY IS NEITHER LIABLE NOR RESPONSIBLE FOR USE OF THIS
 MAP BEYOND ITS INTENDED PURPOSES.

BASE MAP: LYNX Technologies

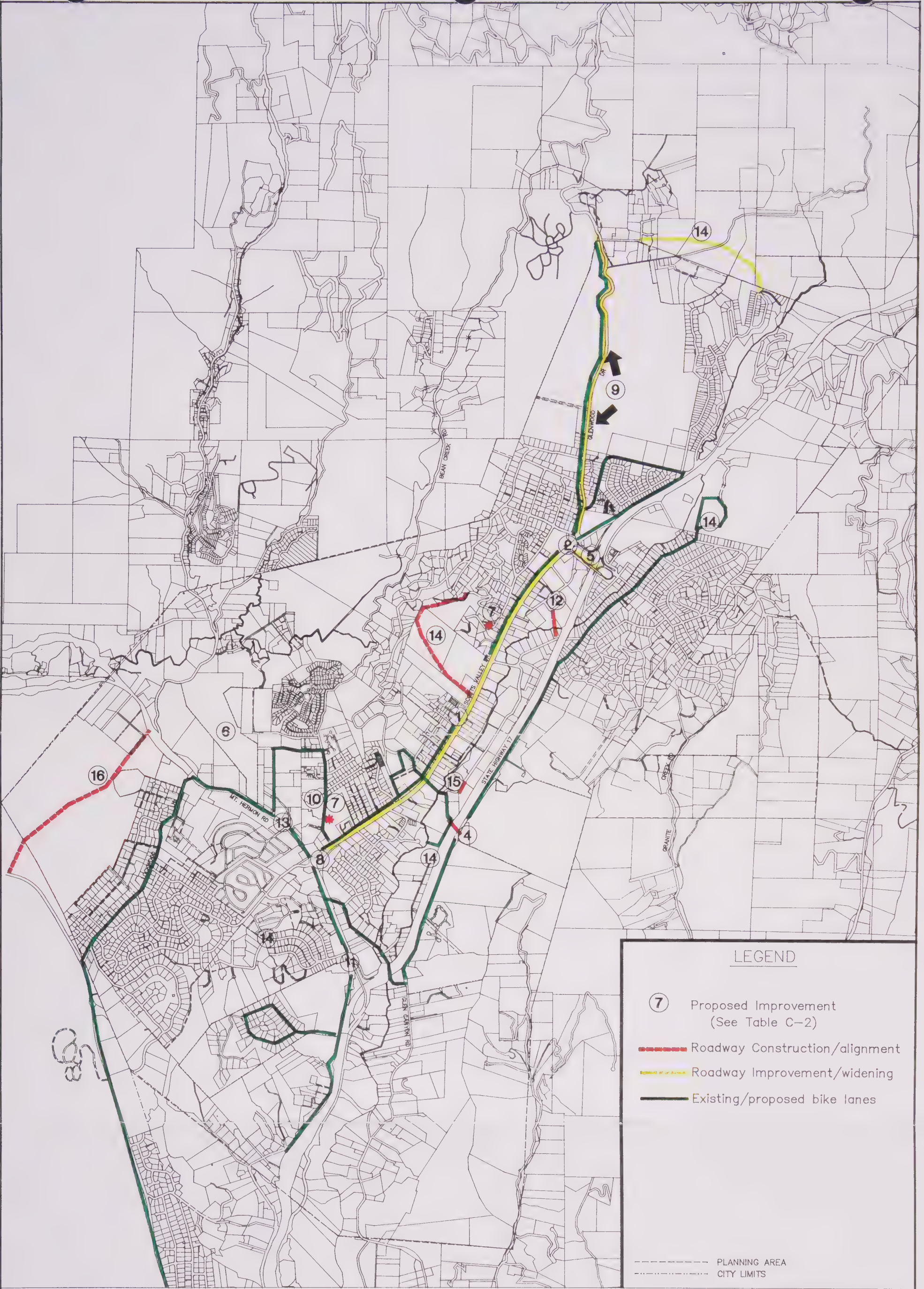
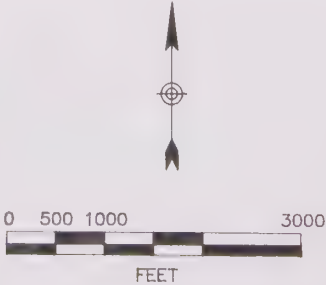


Figure:
C-2

City of Scotts Valley
General Plan
Citywide Transportation Plan

DISCLAIMER
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CHAPTER III

H O U S I N G

The California Legislature, through the enactment of the Housing Policy Act of 1970, adopted the goal of a "decent home and suitable living environment" for all Californians. One of the key provisions of California Housing Element Law is that each jurisdiction has the responsibility to provide housing affordable to all income groups. The intention of this amendment to the General Plan is to identify and analyze existing and projected housing needs to accomplish these goals, utilizing the most current data available.

Certified by the California State Department of
Housing & Community Development on January 28, 1993

Adopted by Scotts Valley City Council April 7, 1993

Resolution 1119.13

HOUSING

Each city or county in California must have a housing element in its general plan, according to State law (Government Code Section 65000 et seq). This mandated element is to consist of:

- a. an assessment of housing needs and an inventory of resources and constraints to meet these needs;
- b. a statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement and development of housing; and
- c. programs which sets forth a five year schedule of actions that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element; including monies in a low and moderate income housing fund of a Redevelopment Agency; and
- d. an analysis and program for preserving assisted housing developments.

The State law also requires that housing elements be prepared for five-year time periods, and be revised every five years. In addition, housing element revisions must be reviewed by the California Housing and Community Development Department (HCD). In accordance with the law, areas of concern which must be evaluated in a housing element include:

1. Analysis of population and employment trends and projections of existing and projected housing needs for all income levels, including the locality's share of the regional housing need.
2. Analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including overcrowding and housing stock condition.
3. An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites.

4. Analysis of actual and potential governmental constraints upon the maintenance, improvement or development of housing for all income levels, including land use controls, building codes and their enforcement, site improvements, fees and other excavations required of developers, and local permit processing.
5. Analysis of actual and potential non-governmental constraints, including the availability of financing, the price of land, and the cost of construction.
6. Analysis of any special housing needs, such as those of the handicapped, elderly, large families and female head of households.
7. Analysis of energy conservation opportunities with respect to residential development.
8. Analysis of existing assisted housing developments eligible to change to non low-income housing uses during the next ten years.

Based on this analysis, the housing element must present goals, policies, quantified objectives, and scheduled programs that establish the maximum number of housing units that can be constructed, rehabilitated and conserved over the time frame of the element. The housing program also must:

1. Identify adequate sites for housing development to facilitate and encourage development of housing for all income levels;
2. Assist in the development of adequate housing to meet the needs of low and moderate income households;
3. Address and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement and development of housing;
4. Conserve and improve the condition of existing affordable housing; and
5. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, national origin or color.

The first portion of this section presents a housing needs assessment for Scotts Valley based on the above criteria. The second portion evaluates the existing housing element of the General Plan. The last portion presents the goals and objectives, policies and action programs to implement the goals, objectives and policies.

In 1990 the City Council appointed a Housing Task Force to review and prepare the revised housing element. The Task Force represented such interests as the business community, mobile home residents, single parent households, seniors, Planning Commission and City Council. The Task Force met weekly for several months to prepare the housing element and completed its work in March 1991. The Planning Commission and City Council reviewed the goals and policies in April and will conduct public hearings after the text is circulated for the 45 day public review period. In addition, the goals, objectives, policies and programs were distributed to the County Housing Network for review in April, 1991. The Network represented public and private organizations dedicated to low income housing programs.

The housing element has been prepared in consideration of the land use element of the General Plan. The land use element establishes the location, type, intensity and distribution of land uses throughout the City. The land use element designates the densities of residential units as well as commercial/industrial areas which create a demand for housing.

The circulation element describes the existing and proposed major thoroughfares, transportation routes and other local public utilities and facilities. The transportation and circulation system is coordinated with land uses, attempting to create a convenient environment for residents of Scotts Valley.

The open space, conservation and safety elements address natural constraints and features that require special controls and management. Housing is intended to be located in such a way to maintain a natural living environment and open space. Clustered housing developments and increased densities in the flatter portions will retain the open space areas, conserve the wooded hillside and avoid the more inaccessible slopes.

The noise element estimates that between 350 and 1,300 residents could be located within an area of 60-70 ldn noise contours, considered to be unacceptable. The policies and programs of the noise element propose ways to reduce the effect of noise on the residents of Scotts Valley.

HOUSING NEEDS ASSESSMENT

Population Composition and Projections Update Based on Census

The population of Scotts Valley has grown at an average annual compounded rate of approximately 3.1% over the past 30 years, with an increase from 3,437 in 1960 to 8,615 in 1990. Table 1 and Figure 1 depict the population growth since 1960. After the City's incorporation in 1966, areas previously subdivided by the County began to develop within the City.

Between 1966 and 1976 three senior citizen mobile home parks were developed in the City, adding almost 1,000 new mobile home sites to the City. This contributed a large percentage of the overall population increase between 1970 and 1976. As the City's commercial uses and employment base expanded during the late 1970's and 1980's, the City's population also increased. During the 1980's, the annual growth rate for Scotts Valley was 2.26%.

Table 2 compares population forecasts based upon the U.S. Census data over the 1980-90 decade, the 1960-1990 30 year average growth, and the growth rate that the Association of Monterey Bay Area Governments (AMBAG) states is Scotts Valley's fair share of regional housing needs.

Employment Projections

Employment in Scotts Valley was dominated by the electronics industry during the early 1980's. In 1981, out of approximately 2,823 jobs there were an estimated 1,000 existing or planned electronics-related jobs. A high percentage of these jobs (80%) were estimated to be assembly-related and therefore paid below the City median household income. In 1990, the employment base had grown to 4,785 persons. The majority of the employees were still in the electronic-related field (approximately 60%).

The 1980 Census indicated that of the labor force in Scotts Valley, 30% commuted to Santa Clara County, 26% to parts of Santa Cruz County, 24% were employed within Scotts Valley, and 20% were retired or students.

While new jobs within Scotts Valley helps reduce the commuter population, it could also draw new residents to the area, creating a demand for housing. The 1980 U.S. Census calculated the City jobs/household ratio as 1.26. The 1990 estimate is 1.44 jobs/household ratio. The difference between the 1980 and 1990 ratios gives the impression that the City's housing supply is inadequate. However, a number of variables affect the ratio and limit the validity of conclusions that can be drawn from it. First, calculations of the ratio do not consider the fact that a household may contain more than one employee. In 1980, Scotts Valley contained about 2,568 households. Approximately 40% of the households contained more than one wage earner. Second, the ratio does not recognize that persons living within the City may be employed outside the City, or visa-versa. Although there are no State guidelines regarding an appropriate jobs/housing ratio, the objective of the City in analyzing the jobs/household ratio is to balance the requirements to provide a fair share of housing for the Monterey Bay Area region, provide affordable housing, and not exceed the capacity of the City's infrastructure.

Based upon a 7.7% average annual employment growth between 1981 and 1990, Scotts Valley will have a projected job base of 6,627 in 1996. Using the round figure of 1.5 jobs per housing unit, Scotts Valley should provide a housing stock of 4,664 dwelling units to accommodate the work force in 1996.

Households

In 1990 there were 3,556 housing units and 3,342 households in Scotts Valley. Table 3 depicts the average household size in the city for the period from 1976 to 1990. As can be seen, household size has remained fairly constant between 1976 and 1990, averaging 2.53 persons per household. Table 4 shows key statistics on households from the 1980 and 1990 census for the City of Scotts Valley. In 1980, 680 or 26.47 percent of all households contained persons over the age of 65. Of these, 270 were single person households. There were 156 single parent households with children present, making up 6 percent of the total. The 1990 Census figures showed similar statistics. There were 944 households composed of a senior living alone (28.25%) and 199 (6%) single parent households. Each of these groups have special housing needs which must be addressed in the housing element.

Median Income

Household income is a determining factor of housing affordability. As the price of a house increases, larger segments of the population no longer can compete for housing. In Scotts Valley, median incomes increased by approximately 130% between the years 1970 and 1980, while median incomes for Santa Cruz County as a whole increased by 89% during the same time period. Table 5 compares the median incomes of Scotts Valley and Santa Cruz County. As shown, household income in the City of Scotts Valley is consistently higher than household incomes in Santa Cruz County.

Estimates of per capita income for Scotts Valley done by the Bureau of the Census provide a basis for updating the income figures. The data shows that per capita income in the City increased by 7.38% annually between 1979 and 1987, while in Santa Cruz County it increased by 6.09% annually. Assuming that household income increased at the same rate as per capita income, then the estimated median household income in Scotts Valley would be about \$42,300 (AMBAG, 1991).

The income distribution of Scotts Valley shifted significantly from 1970 to 1980. In 1970, 16.8% of the households had incomes of \$15,000 or more, while in 1980, 66.3% fell into this category.

This can be attributed to the general nationwide increase in income during this period, as well as to the changes in the kinds of jobs held by Scotts Valley residents. Table 6 and Figure 2 shows the 1980 Household Income Distribution in Scotts Valley.

The State Housing and Community Development Department (HCD) defines "lower income" households as those having 80% or less of the median income of the County. Households having less than 50% of the median income are considered "very low" income by the State. In comparison, HCD defines moderate income households as those having 80-120% of the median income, and above moderate incomes as anything above this.

According to State definitions and based upon the 1980 census breakdown and 1990 estimated median income, the distribution of Scotts Valley's population among the State's four identified income levels for 1990 is estimated below:

Very Low Income Households (50% of County Median - \$0 to \$14,000)	17%*
Low Income Households (51%-80% of County Median Income \$14,001 to \$22,400)	15%
Moderate Income Households (81%-120% of County Median Income \$22,401 to \$33,600)	21%
Above Moderate Income Households (121% + of County Median Income - \$33,601 +)	47%

*AMBAG's Regional Housing Needs Plan, 1990.

Overpayment for Housing

A primary concern of housing elements is to identify the ability of lower income households to afford a decent home. Usually 25% of gross income is the maximum acceptable affordable payment for housing. In 1986, an estimated 32.5% of all very low and low income households were paying more than 25% of their income for housing. This estimate was based on a 20% sample taken during the 1980 Census. As can be seen in Table 7, Scotts Valley had a lower percentage of very low and low income households overpaying for housing than elsewhere in Santa Cruz County. In 1990, AMBAG estimated 1,079 low and very low income housing units existing in Scotts Valley. If the same level of overpayment exists in 1990, the total number of low and very low income households overpaying for housing will be 351 units.

In the past, Scotts Valley has worked with the Santa Cruz County Housing Authority to operate a Section 8 Program, which assists low/moderate-income tenants with rent payments.

The tenants pay 30% of their income toward the rent and the Housing Authority "makes up" the difference to the private landlord up to a pre-established maximum rent. The program is administered through the Housing Authority by agreement with the City. In 1990, approximately 28 households in Scotts Valley were receiving Section 8 assistance. In addition, 20 rental units for low income seniors were subsidized by the Housing Authority.

Household Tenure

Tenure refers to the status of the household as being either homeowner or renter. Owners can be considered even though mortgage payments are being made, and renters are counted even though no cash rent may be paid. In 1980, in Scotts Valley owner-occupied dwelling units outnumbered renter-occupied units by nearly three to one. Owner-occupied homes comprised 74.4% of the City's total housing stock, while renters occupied 25.6% of the total dwelling units. In comparison, the homeowner-to-renter ratio in Santa Cruz County as a whole was 59.5% to 40.5%. The percentages changed very little in the 1990 census. Owner occupied households decreased slightly to 73.6% (2,461 households); renter occupied households increased slightly to 26.4% (881 households).

Household Size and Overcrowding

The average household size in Scotts Valley decreased from 2.53 persons per household in 1980 to 2.48 persons per household in 1990. Households are established residences, while housing units may be occupied only during portions of the year. The median unit size in Scotts Valley in 1990 was five rooms per unit. The 1990 Census indicated that there were 99 overcrowded units (1.01 or more persons per room). Overall, the number of overcrowded households in Scotts Valley represented approximately 3% of the City's total households, unchanged from 1980-1990. It appears that overcrowding is not a serious issue for Scotts Valley at this time.

Special Housing Needs

Potential groups within the City which may have special housing needs include elderly residents, large households, female-headed and single parent households and physically disabled households. In 1990, 14.7% of Scotts Valley population was over 65 years of age, representing a moderately large segment of the City's population. In the past, the majority of these residents lived in mobile home parks within the City.

Of the other population groups with potential special housing needs, large households (six or more persons) represented only 2.6% (87 households in 1990) of the City's total households and was not considered large enough to require special provisions in the City housing policy. Single parent households included 190 within Scotts Valley, representing 6% of the City's total households; 4.2% were female-headed households. In 1980, there were 338 disabled persons residing within the City, which represented approximately 4.9% of the total population. For disabled persons, the 1980 Census only identified people who had a "work-related disability," or a "disability which prevented them from working." From these descriptions, the type or extent of the disability cannot be assessed.

Another special housing need is affordability. In 1980, 32.5% of the households in Scotts Valley were considered low income. Of the City's total households, over 20% were "very low" income.

If the same percentages hold true in 1990, seniors, single parent and low income households will require special housing considerations. The projected figures are shown in Table 7-1. Seniors and single parent households are often on fixed or lower incomes and require affordable dwelling units. Services should be readily accessible and transportation services available. In Scotts Valley, most of the seniors live in three large mobile home parks for seniors and in Oak Tree Villa Retirement Home. All but one of these developments are located on the Scotts Valley Drive or Mount Hermon Road bus routes; all are within walking distance of shopping centers. Single parent households on limited incomes require affordable housing and child care for older as well as younger children (California Statewide Housing Plan). These households would benefit from being close to recreational facilities and schools. In Scotts Valley, all new high density projects are required to include recreational facilities; the Parks Master Plan adopted in 1990 identified schools and parks connected by bike and pedestrian trails throughout the city. The city recreation department supports extensive recreation and sports programs for all age groups throughout the year, available at the schools and parks, as well as a year-round day-care program at the park.

Appropriate Share of Regional Housing Needs

In compliance with Government Code Section 65584, "each council of governments shall determine the existing and projected housing need for its region." The Association of Monterey Bay Area Governments (AMBAG) has determined an allocation of regional housing needs based upon income for all localities in the Santa Cruz-Monterey region, including the City of Scotts Valley.

The purpose of the allocation is to equitably distribute the responsibility for accommodating lower income households throughout the region and to avoid further concentration of lower income households in localities which contain more than the average proportion as computed from income data in the U.S. Census.

In 1990, AMBAG completed the Regional Housing Needs Plan. In the report AMBAG projected that by 1996, Scotts Valley's fair share of the regional households would be 4,883 or an additional 1,507 units. This averages an annual increase of approximately 301 units per year. AMBAG projects the units to be distributed as follows:

	<u>5-Yr Const.</u>	<u>Total By 1996</u>	<u>Percent Of Total</u>
Very low income	426 units	997 units	20.4%
Low income	236 units	744 units	15.2%
Moderate income	281 units	994 units	20.4%
Above moderate income	564 units	2,148 units	44.0%

Table 8 compares the projected appropriate share of dwelling units as stated by AMBAG and Scotts Valley. Scotts Valley's projections are lower than AMBAG, based upon the average number of residential building permits issued between 1986 and 1990, the availability of suitable sites and available public services to accommodate new construction.

In 1970, 1,305 dwelling units were located in Scotts Valley. By 1990, the State Department of Finance reported 3,449 units. Table 9 presents information regarding the types of housing units in Scotts Valley. In analyzing the types of units built or approved in Scotts Valley since 1976, single family units dominated the City's housing stock. However, multi family housing, such as townhouse/condominiums have been increasing in number.

As more units are built, the percentage of single family units in the stock decreased while townhouse/condominiums are increasing. Likewise, while mobile homes comprised 32.9% of the City's housing stock in 1976, they now comprise an estimated 21.7% of the housing stock (1990 State Dept of Finance).

Vacancy Rate

Vacancy rates theoretically measure the health of the housing market in a community. The vacancy rate is the percentage of the total housing stock available for sale or rent at any one time. An overall vacancy rate of 5% is considered to be a "healthy" vacancy rate for both owner-occupied and rental units. Vacancy rates fluctuate yearly, depending upon the economic trends that influence the supply of housing. The 1990 US Census data showed a City vacancy rate of 6.02%.

Emergency Shelters, Homelessness, Farmworkers

In March 1990, the Short Term Housing Coalition of Santa Cruz published an assessment of the shelter needs of those that are homeless or in need of emergency shelter in the County. Overall, the Coalition found 1,910 homeless individuals in the County, none of which were in Scotts Valley. In January, 1992, Scotts Valley interviewed the shelter providers to update the information. Between June 30, 1990, and December, 1991, New Life Shelter Center in Santa Cruz housed 13 people from the Scotts Valley area (5 families including 3 children) who stayed two days before making other arrangements. The River Street Shelter had one adult for one day. In addition, one voucher was issued in April, 1991, and one in July, 1991, for households to stay in motels rather than the emergency shelter. Finally, the Light of Life Lutheran Church on Kings Village Road provides emergency shelter once a week from October 1 to April 30 through the Interfaith Satellite Shelter Program. Approximately 15 homeless people from the Santa Cruz area are bussed from Santa Cruz to the church for dinner, overnight sleep and breakfast. These homeless are bussed back to Santa Cruz the next day.

Following the October 1989 Loma Prieta earthquake, Scotts Valley set up an emergency shelter for the homeless at Scotts Valley Middle School on Bean Creek Road. The first night, 117 individuals spent the night. The second night, 60 individuals needed shelter; they were housed in the senior Center on Kings Village Road, rather than the Middle School. By the third day, the individuals returned to their homes, moved in with family or friends, or found other living arrangements. The emergency shelter at the Senior Center then closed. No other need has arisen.

In 1980, the U.S. Census reported 58-99 Scotts Valley residents employed in farming, forestry and fishing. Although, by 1990, there was no agricultural land use designation in Scotts Valley, the 1990 census may report some minor farmworker population.

These farmworkers are expected to be associated with the remaining orchards, vineyards and forests where residences exist.

Scotts Valley zoning regulations do not prohibit establishing emergency shelters in the churches and schools. Transitional housing for six or fewer persons is permitted in all residential zones. In October, 1991, the City Council adopted Resolution 1292, declaring city support for the churches of Scotts Valley, United Way of Santa Cruz, Greater Santa Cruz County Community Foundation and other philanthropic organizations, the Housing Authority of Santa Cruz County and other housing and social service agencies to continue efforts to develop case management services, transitional housing and a day resource center.

Assisted Housing Programs

The law requires an analysis and programs for preserving assisted housing programs. Scotts Valley has no current programs, therefore this amendment does not include an analysis of developments which will be lost during the next ten years.

Conservation and Improvement of the Existing Housing Stock

Scotts Valley has a mixture of older housing units and a larger number of more recent, modern units. Approximately 12% of the existing units were built prior to 1960, while 23% were constructed between 1980 and 1990. Prior to 1966, Scotts Valley was primarily a summer retreat and retirement community, with a housing stock comprised largely of summer cabins and mobile homes.

The 1986 Housing Element estimated 124-194 substandard units existed in the City, based upon a survey taken in 1983. The survey relied heavily on exterior inspection to determine housing condition. It was estimated that of 194 units, 124 were suitable for rehabilitation, while 70 should be replaced. It was further estimated that of the 124 units in need of repair, 90 were owner-occupied and 31 were renter-occupied. Approximately 47 units were demolished between 1980 and 1990. No rehabilitation programs have been undertaken by the City during the five year period of the 1986 Housing Element.

In 1990, the City adopted a Redevelopment Plan to assist in rehabilitation of substandard units. A windshield survey confirmed the earlier estimates of substandard housing. The units in need of repair were concentrated in the Christel Oaks Drive, Jolley Way and Blake Lane areas, although various units along Scotts Valley Drive were deteriorated, dilapidated or otherwise identified as substandard. Figure 3 shows the Structural Blight, identified in the Redevelopment Plan. The Redevelopment Agency contributes 20% of all tax increments towards low and moderate income housing, as well as improving public infrastructure. The housing units should be repaired and maintained to meet building and fire code standards in order to perpetuate a housing stock in close proximity to the City's employment areas.

In addition, these areas currently provide an area of affordable housing for the City's low income households.

Another method of conserving affordable housing in Scotts Valley is to retain rental housing. The conversion of housing from rental to ownership units reduces the mobility of renter households and may increase the cost of rental housing if the conversion reduces the supply of the rental housing stock.

However, it should be recognized that a change in tenure from renter to owner for lower-income households is beneficial to that household and the community at large, as long as lower-income rental units are not converted to moderate- or above-income ownership units. The City should continue measures to restrict the conversion of housing from rental to ownership status unless the market demand for rental housing drops below a reasonable threshold. Action HA-285 addresses this need.

Housing Value and Rents

The cost of housing is one of the major areas of concern in our country today. Housing costs and demand have increased dramatically, especially in the western states and the "sunbelt" area of the south.

In 1981, it was found that the average advertised price for a 2 and 3 bedroom house in Scotts Valley was \$124,000 and \$146,000, respectively. In 1990, the average selling price for 2 and 3 bedroom house in Scotts Valley had risen to \$231,000 and \$313,000 respectively.

With regard to rental housing, the City's 1982 Housing Element indicated that the 1981 average rentals were estimated at:

1-bedroom	\$255/month
2-bedroom	\$400/month
3-bedroom	\$560/month

Discussions with local realtors during the preparation of this section indicated that average 1990 housing rentals are as follows:

Studio	\$500-\$600/month
1-bedroom	\$600-\$700/month
2-bedroom	\$750-\$1100/month
3-bedroom	\$1100-\$1500/month

Energy Conservation

The State of California requires that energy savings measures be applied to new dwellings through the Uniform Building Code. In addition, building design features which can improve energy efficiency. Lot and building orientation can utilize passive solar energy, such as a concentration of south-facing windows and skylights and avoidance of north facing windows. Construction of attached dwellings can promote energy efficiency.

In evaluating future residential projects, Scotts Valley should encourage energy efficient designs which take advantage of passive solar design and/or utilize other solar devices.

Designs that take advantage of optimum lot and building orientation will become increasingly cost effective as energy prices continue to rise. In addition, large residential subdivisions should be planned to maximize use of public transit, bicycles and pedestrian access, especially where houses are in close proximity to commercial and employment areas.

Retrofitting of existing residential buildings with insulation and energy conserving devices may well be the most cost effective measure to reduce energy consumption. The effectiveness of these programs can be promoted by working with utilities which offer free energy audits. California cities have found that "weatherization" of all existing residences would pay for itself within five years.

Sites Available for Housing

The Planning Department made an assessment of the vacant lands in Scotts Valley in 1992. Table 10, Figure 4, shows the estimated vacant parcels zoned for residential uses in Scotts Valley comprise 1,022 acres. An estimated 1573-2805 dwelling units could be constructed as single-family and multiple-family units. This is enough to meet AMBAG's projected housing needs of 1,507 by 1996. The amount of new housing needed will be further reduced as planned residential developments are constructed. Table 11 summarizes the status of major housing developments approved or under construction since 1986. Approximately 380 units have the potential to be built, with 46 under construction.

In addition to the designated residential properties, there are approximately 106 acres of vacant commercial property. Under current regulations, these areas could be utilized to construct up to 500 units by mixing small residential units and commercial development. There are also an estimated 500 single family lots which could accommodate a small second residential unit as allowed by State legislation. Other ways to increase available lands for housing would be to designate areas of deteriorating housing or vacant land for higher density development, maintain the Planned Development zone to allow flexibility in development and increase densities and redesignate lands from non residential to residential uses.

There are five mobile home parks in the City totaling 749 units. These sites continue to provide affordable housing. In addition, manufactured housing can be placed on any lot where a single family home can be constructed, as long as the construction meets City ordinances.

The availability of sewer and water services could limit the actual availability of land for housing development in Scotts Valley. New developments within the City's jurisdiction are required to hook up to the City's sewage treatment plant.

Recent improvements to the City's sewage treatment plant have expanded plant capacity to 840,000 gallons a day. In 1990, the plant was operating at 240,000 gallons per day. The upgrading removes a former constraint to housing development. Future expansion is being planned for 1,500,000 gallons per day to accommodate General Plan buildout.

The Scotts Valley Water District serves most of the City. In 1984 the District had no surplus water and was not issuing new connections. Since 1984 the District has completed a comprehensive groundwater study, drilled new wells and constructed new facilities. In late 1991, the total well capacity will be 4.003 million gallons per day. Maximum daily demand in 1990 was 1.89 million gallons per day.

There are very few undeveloped properties within the San Lorenzo Valley Water District. Water service is currently provided to 516 customers in the Pasatiempo Pines area of Scotts Valley and the District reported adequate services facilities.

Housing Constraints

-Governmental Constraints

Governmental policies and regulations can constrain future residential development to varying degrees by imposing requirements and limitations on residential development. These actions in turn can affect the cost of housing. Generally, these governmental constraints include land development controls, development processing procedures and fees and requirements for provision of services and facilities.

Land development controls include policies and regulations contained in the City's General Plan, Zoning Ordinance and Building Code. As of 1990, Scotts Valley did not have any growth management policies or regulations which could constrain development of housing.

Scotts Valley has 20 acres of vacant property designated high density residential (maximum 15 DU/acre) and 32 acres medium high density (5-9 DU/acre). Historically, the average number of dwelling units approved for projects in these zones leans toward the medium rather than the maximum number possible, largely due to hillside topography, vegetation, and geology. To help increase the available housing, the city may have to encourage and approve construction of smaller units in the higher density ranges allowed.

Development processing fees, permit fees, and public service fees typically add costs to housing projects. Scotts Valley's processing fees are shown in Table 12 for a typical single and multi-family development in 1991.

In addition to those fees charged by the City, the Scotts Valley and Santa Cruz School districts also charges a fee of \$1.58 per square foot for all new residential development.

The time required to process residential projects depends upon the size and scope of the project. Any time delays in processing can ultimately add costs to housing. Delays in processing may occur if environmental review, pursuant to the California Environmental Quality act (CEQA), requires an EIR to be written. At times, approvals from other agencies such as LAFCO or the State Department of Fish and Game may be required for certain types of projects.

Most permit applications for single-family housing in Scotts Valley are processed by the building department within 30 to 60 days. Development of four or more units can take anywhere between one and eight months to process, depending on the complexity of the project, EIR requirements, and subdivision requirements. As an example, the California Environmental Quality act requires review of environmental impacts of multifamily dwellings over four units (30-60 day preparation and completion of a negative declaration). The Planning Commission must conduct a public hearing on the project, following completion of environmental review (30 days), and the City Council is responsible for final approval of a subdivision, if applicable (30 days). These are legal time frames. When several projects are being processed, these times are extended, based upon staff workload. The law requires that a project requiring a negative declaration to be completed within six months; those projects requiring an EIR must be approved within one year of the EIR.

Zoning regulations such as parking requirements and Design Review Board approval are not considered a constraint to housing development. The parking regulations require a 2-car garage and one off-street parking space for each single family dwelling, recently amended from four spaces. Multifamily dwellings require two parking spaces for each dwelling unit plus guest parking @ one space for each five units for visitors. These are the minimum number of spaces to protect residential neighborhoods where, due to hillside topography, streets are often too narrow to allow parking in the street and leave room for emergency vehicles to pass. Design Review Board approval is required only for multifamily dwellings over four units and focuses on aesthetics. Design Review does not reduce densities or void projects. Design Review regulations are clearly listed in the zoning ordinance and a Design Review Handbook has been developed which elaborates on the requirements. Applicants obtain approval of the Design Review Board at their convenience before receiving a building permit. The approval is good for one year, allowing the developer to obtain a building permit anytime during the year. The Design Review process does not impede development.

Scotts Valley's Building Code is based on California's Standard Fire Code, National Electric Code, Uniform Building Code, Uniform Plumbing Code and Uniform Mechanical Code. The requirements of these codes are no more restrictive than those of other jurisdictions, and are State mandated codes for safety of the occupants. Controls such as these do not raise the price of housing in Scotts Valley nor limit the availability of homes to lower income persons. There is no enforcement process to automatically require older homes to meet current building codes; therefore enforcement does not penalize older homes.

The provisions of many public services, which historically had been the role of government, is now being transferred to developers. Off-site road construction and off-site extension (and, at times, enlargement) of water and sewer lines, and provisions of drainage systems, sidewalks, and street lighting is usually expensive and with the cost passed on to home buyers and renters, this presents another potential constraint to the development of affordable housing.

-Non-Governmental Building Constraints

The national economy, which has experienced inflation and increased interest rates in the recent past, has added to high housing costs. As a result, the cost of land, labor, materials, borrowing, and site preparation has increased dramatically. These costs, along with increasing interest rates, not only have affected the construction industry, but also have limited residents' ability to purchase, thereby further tightening the housing market. Below is an estimated breakdown of the cost components for a new home in Scotts Valley.

Land (with water and sewer available)	35.1%
Materials	20.5
Labor	20.5
Site Improvements	2.1
Land Holding Costs, Construction Capital and Financing	5.1
Taxes and Fees	6.5
Indirect, Closing, Miscellaneous Costs	2.9
Profit and Marketing	7.3
	100 %

Financing remains one of the largest obstacles to the housing problems. Based on the current average selling price of all single family homes (\$341,000) and assuming a buyer put 20% down with a 30-year loan at 10%, monthly mortgage payments would be approximately \$2,456 per month. A household would have to earn between \$118,000 and \$134,000 per year to buy a home. In 1986, only 8% of the City's households had incomes high enough to purchase a home in Scotts Valley.

For rental properties, local developers estimate that 1.25% of total construction costs is a reasonable figure for monthly rents on multi-family dwellings. This 1.25% covers operation, maintenance, taxes, principal + interest, depreciation, insurance, utilities, etc. In 1992, a 15 unit per acre, 850 square foot two bedroom multifamily project would cost approximately \$85,000 per unit to complete. At 1.25% of cost, the estimated rent per month for each unit would have to command \$1063/month rent.

Low income households of four can afford a maximum rent of \$606, based upon the 1990 county median income (\$43,200/year). This "affordability gap", i.e. the difference between the amount of the rent and the amount the household can afford, will have to be closed through a blend of resources. These resources could include various financing mechanisms (conventional bank loans, allocation of federal and state income housing tax credits, HCD rental Housing Construction Program funds), city involvement such as purchase of land with a lease-back to the developer, and the use of RDA funds to install on and off-site improvements or subsidize rents. The city can also undertake the preparation of a vacant, surplus and underused land inventory, prepare requests for proposals for development of affordable housing and evaluate project proposals and recommend projects and negotiate loan terms for affordable projects.

Another non-governmental constraint is the availability of financing. Various Federal and State housing assistance and finance programs are administered through the Federal Department of Housing and Urban Development, and the California Housing Financing Authority. Generally, problems with these funding sources include limited funding availability, eligibility criteria, public opposition to public housing, and administrative paperwork involved with preparing applications. Local banks and financing institutions have financing available but the interest rates, terms and conditions, which are affected by the market, may limit the number of individuals and households that take advantage of the financing.

In addition to these constraints, a number of environmental limitations may also constrain future development. There are many areas within the City or its Planning Area that have slopes in excess of 40% and may be within groundwater recharge areas. Another potential problem is that many small lots exist which may be difficult to develop due to access, topography and zoning limitations.

Raw land prices are equally inhibitive. Prices for residential lots vary depending on the site location, viewshed, and proximity to the freeway. A representative figure for a 1/4 acre single family lot within the City limits that includes paved road access and utility hookups falls between \$156,000 and \$200,000.

Outside the City limits, three to five acre single family parcels with paved road access and utilities sell for \$200,000 to \$250,000. Vacant multi-family parcels average \$309,000 in Scotts Valley.

REVIEW OF 1986 HOUSING ELEMENT

The State Housing Element Law requires that each jurisdiction review its previous housing element to evaluate the effectiveness of the element, progress in implementation and appropriateness of goals, objectives and policies. Each of the goals is discussed below:

1. Goal #34

The intent was to achieve a balanced housing market by increasing the supply of housing units to accommodate the population and employment growth needs in Scotts Valley, based upon the sewer services. The objective was to construct 400-1,100 new housing units by 1991. The policies encouraged new development that provided a choice in housing type, density, cost and tenure, expand ownership and rental housing, and work with the water district to ensure service to residences.

Between 1986 and 1991, 540 new dwelling units were constructed. Approximately 25% of these new units were multiple family, 5% mobile homes and 75% single family. During this period, the City expanded the capacity of the sewer treatment plant from 400,000 gallons per day to 800,000+ gallons per day to accommodate new residences. At the writing of the previous housing element, the water district was not issuing new service connections. Since then, the water district expanded its facilities sufficiently to issue permits. Both sewer and water services aim to accommodate buildout of the General Plan. Per business license records, jobs have increased by approximately 1,200 between 1984 and 1990. The average number of jobs and housing between 1984 and 1990 has been 200 jobs per year and 108 new dwelling units.

2. Goal #35

The intent was to encourage provision of affordable housing for all segments of the City's population and labor force. The objective was to construct 60-150 affordable units for very low and low income households by 1991. Policies were to encourage affordable rental and ownership housing, promote innovative housing programs, cooperate with public and non-profit agencies and cluster development to help reduce costs and provide affordable units.

Since the last housing element, the City has adopted a second dwelling unit ordinance and approved a density bonus for a senior housing project. Both of these projects were programs identified in the General Plan housing element which were carried out.

Oak Tree Villa provided 20 units affordable to low-income seniors and four second dwelling unit use permits have been approved. The Santa Cruz County Housing Authority increased its rent subsidies for low income households from 20-40 units during this period. Finally, in 1990 the City completed a Redevelopment Agency and will be accumulating tax increments to begin housing programs to improve the supply of low and moderate income housing. Although the programs fell short of the 60-150 affordable units, the RDA should assist in the next housing element period if the economy is strong.

3. Goal #36

The intent was to maintain and upgrade, where feasible, the City's housing stock to meet necessary health and safety requirements. The objective was to rehabilitate seven units per year. Policies were to enhance liveability of existing units and promote rehabilitation programs for affordable units.

The programs of the General Plan directed the City to solicit loans and grants and work with other agencies to rehabilitate the substandard housing.

The City has no regular inspection program to seek out substandard housing conditions and require rehabilitation. Complaints from tenants and/or neighbors alert the City to substandard conditions and the Building department investigates. The Building department recalls only one such complaint since 1986.

The Loma Prieta earthquake of October 17, 1989, affected the condition of housing stock. In Scotts Valley, 14 mobile homes and 14 dwelling units experienced major damage. Approximately 8 homes were posted unsafe. One garage and four single family homes were demolished. All but one home is in the process or has been rebuilt. The remainder of these residences were substandard and have now been repaired to meet current building code requirements.

Over the life of the previous housing element, units that were rehabilitated were done without loans and grants solicited by the City. There was no staff available to pursue these programs.

4. Goal #37

The intent was to ensure equal housing opportunities. The objective was to expand housing opportunities for groups with special housing needs and prevent housing discrimination. The policies stated, "The City shall encourage maximum use of public and private resources to help solve housing problems" and "support fair housing practices". The programs stated the City would encourage new housing developments to be adaptable for physically disabled residents.

The City building department ensures that new multi-family dwellings meet the State law requirements for handicapped accessibility. However, the Building Department's experience is that the limit on the cost of providing access and adaptability to \$1,000 per unit, consistently prevents the construction of the handicap features such as elevators to reach a second story. The City has had no housing discrimination cases.

5. Goal #38

The intent was to encourage energy conservation measures in new housing. The objective, to optimize energy conservation and reduce energy consumption, was supported by four policies. These policies stated that the City shall regulate land use, work with other agencies, encourage retrofitting structures and promote passive and active solar systems.

A large portion of vacant residential property is in the hillsides. In 1989 and 1990, the City adopted hillside regulations and a Residential Design Manual. One of the policies is to design residences and site layout for energy efficiency. All new residential structures in the hillsides are reviewed with energy efficiency in mind.

In addition, the Building Department enforces the State energy codes and the Planning Department reviews subdivision layouts with solar access in mind.

6. Appropriateness of goals, objectives, policies and programs. The 1986 General Plan included a housing Program Summary with timing and funding sources to complete the programs of the housing element. The most conspicuous shortcoming involved expansion of very low and low income housing by using outside funding (HUD, Section 8; CDBG, etc.) and reducing housing costs. The City has not had staff to apply for outside funding and has been unable to reduce housing costs. Development fees and land costs have risen dramatically over the last five years. Scotts Valley is in a financial bind, similar to the State and other government agencies. The completion of a Redevelopment Agency in 1990 should capture tax increments for future housing programs. It was logical and practical to continue with several of the former housing goals and programs over the next five years; therefore, the Housing Task Force retained the majority of goals, objectives, policies and programs from the 1986 Housing Element.

The 1986 Housing Element did not include a Housing Task Force to focus on accomplishing the General Plan programs. The revised element establishes action programs to be accomplished by the Housing Task Force and establishes August 1992 as a target date. The Housing Task Force will monitor housing stock and recommend sites for construction of affordable housing. In addition, the City has hired additional planning staff to manage the General Plan programs. Finally, the Redevelopment Agency has adopted the first-ever budget, anticipating \$52,128 in revenues during fiscal year 1991-92 for low income housing.

These funds are earmarked for updating the Housing Element of the General Plan and conducting multi-family housing studies to accomplish the General Plan goals (Resolution CRA-32). The additional staff and Redevelopment funds should ensure greater success in the current action programs of the Housing Element, which were carried forth from the 1986 General Plan. Between 1992-1996, the 20% set-aside fund should generate approximately \$1,750,000 to be used in various programs for affordable housing such as those described in table H-1 of this element.

TABLE 1

SCOTTS VALLEY POPULATION GROWTH
1960 - 1990*

	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>
Population	3,437	3,621	6,891	8,615
Increase (%)		5.30%	18.40%	25.00%
Annual Average Growth Rate		3.50%	4.30%	2.26%

*U.S. and California Census

FIGURE 1

SCOTTS VALLEY
POPULATION GROWTH: 1960 - 1990

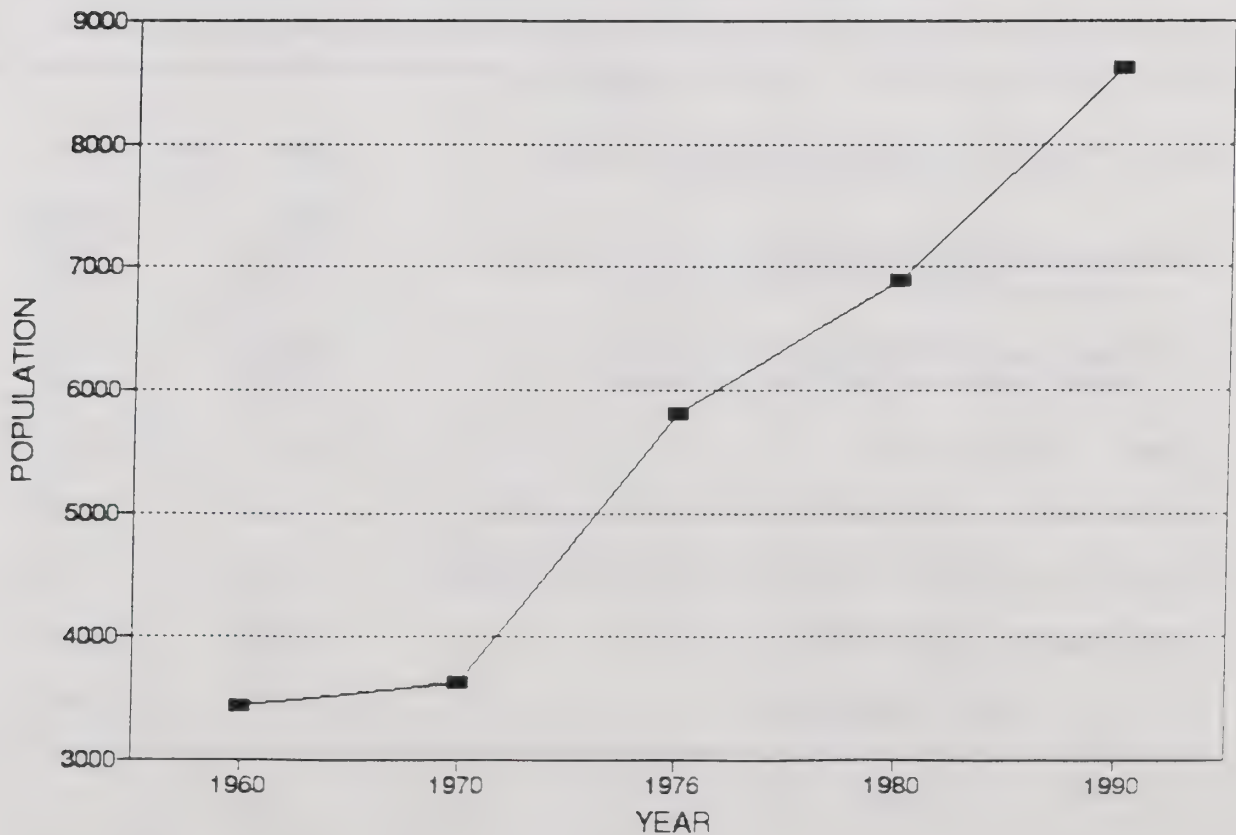


TABLE 2

Scotts Valley Population Forecasts:		1980 to 2005			
<u>Percent Growth</u>	<u>1980</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>	<u>2005</u>
1980-1990 Census:					
2.26%	6,891	8,615	9,634	10,772	12,046
1960-1990 Average:					
3.11%	6,891	8,615	10,041	11,702	13,639
AMBAG:					
4.6%	6,891	8,615	10,787	13,508	16,914

TABLE 3

Scotts Valley Median Household Size:		1976 to 1990	
	<u>1976</u>	<u>1980</u>	<u>1985</u>
Persons per Household	2.58	2.53	2.55
			<u>1990</u>
			2.48

TABLE 4

Scotts Valley Household Relationship:		1980 and 1990	
		<u>1980</u>	<u>1990</u>
One person households		515	822
with persons 65 yrs & older		270	466
Two or more person households		2,052	2,520
with persons 65 yrs & older		410	478
Family households		1,899	2,275
Male head of households with children		36	58
Female head of households with children		120	141
Non-family households		<u>669</u>	<u>245</u>
Total Households.....		2,568	3,342

TABLE 5

MEDIAN INCOMES

Year	Scotts Valley	Santa Cruz Co.	City's Percent of County's Median Income
1970(1)	\$ 9,063	Not available	N/A
1976(2)	13,398	\$ 9,392	143%
1980(3)	20,759	16,877	123%
1990(4)	42,300	28,000	151%

Footnotes:

(1) U.S. Census, 1970.

(2) California State Dept of Finance, Special Census, 1976.

(3) U.S. Census, 1980.

(4) Estimate based upon Bureau of the Census.

TABLE 6

SCOTTS VALLEY HOUSEHOLD INCOME DISTRIBUTION
IN 1980

<u>DOLLARS</u>	<u>NUMBER OF HOUSEHOLDS</u>	<u>PERCENT OF TOTAL</u>
0 - 4,999	213	8.3
5,000 - 7,499	126	4.9
7,500 - 9,999	194	7.6
10,000 - 14,999	332	12.9
15,000 - 19,999	350	13.7
20,000 - 24,999	359	14.0
25,000 - 34,999	495	19.3
35,000 - 49,999	319	12.5
50,000 +	175	6.8
TOTAL NUMBER OF HOUSEHOLDS	2,563	100.0

FIGURE 2

HOUSEHOLD INCOME DISTRIBUTION IN 1980

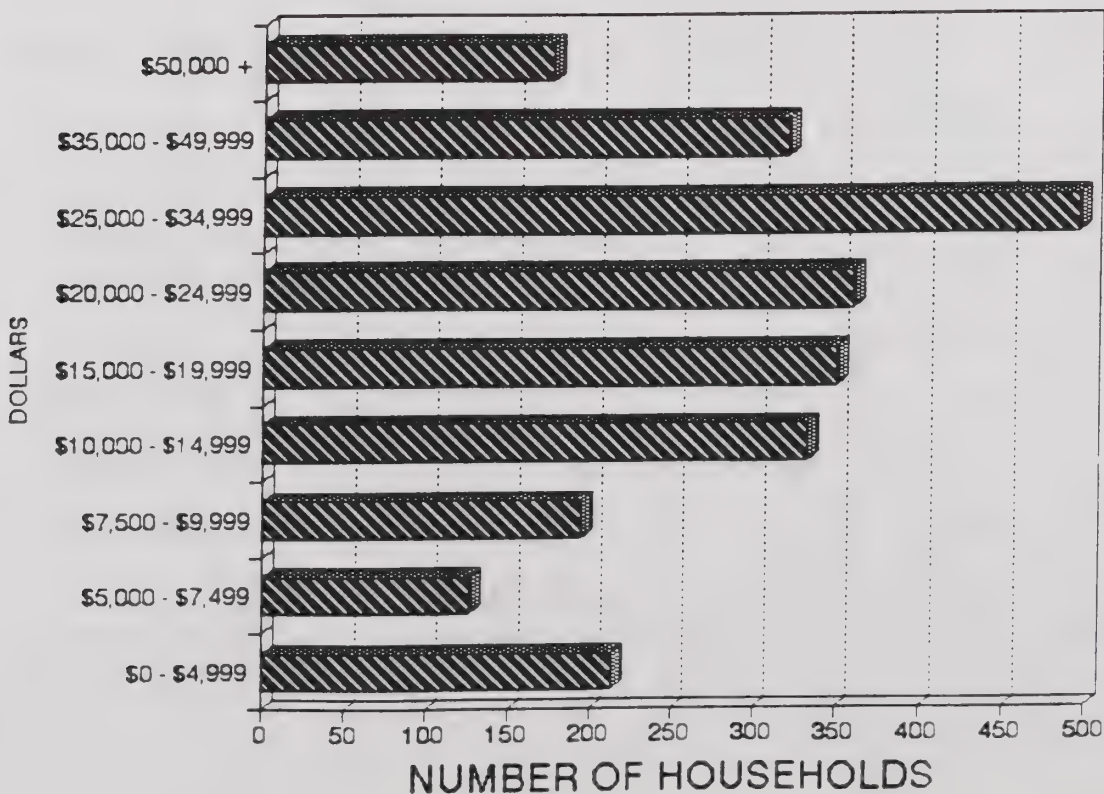


TABLE 7

LOWER INCOME HOUSEHOLD OVERPAYMENT FOR HOUSING
IN SCOTTS VALLEY, 1980 (1)

Juris-	All Lower	Lower	Lower	Percent of	Projected	
diction	Income	Income	Income	All Lower	1990	
	Households(2)	Renters	Owners	Households	Rent/Own	
		Overpaying	Overpaying	Overpaying		
Scotts Valley	853	203	74	32%	257	94
City of Santa Cruz	8,683	4,507	890	62%		
Capitola	2,284	1,168	165	58%		
Watsonville	4,212	1,765	364	50%		
Unincorporated Santa Cruz County	<u>15,751</u>	<u>5,462</u>	<u>2,561</u>	<u>51%</u>		
TOTAL	31,783	13,105	4,054	54%		

Footnotes:

- (1) Overpayment is payment in excess of 25% of household income for housing.
- (2) Lower Income Households are those with 0% to 80% of Santa Cruz County Median Income (\$0 to \$13,502, based on 1979 figures).

Source: AMBAG, December 1983

TABLE 7-1

SPECIAL HOUSING NEEDS: 1980 and 1990

	1980 Households		1990 Projections	
	<u># Persons/# Households</u>		<u># Persons/# Households</u>	
Total Households	---	2,568	---	3,325
Handicapped	338 (4.9%)	---	422 (4.9%)	---
Elderly	1,103 (16%)	---	1,378 (16%)	---
Large Households	---	66 (2.6%)	---	86 (2.6%)
Farmworkers	---	---	---	0%
Family with Female-head	---	120 (4.6%)	---	153 (4.6%)
Homeless	---	---	---	---
Single Parent Household	---	156 (6%)	---	200 (6%)

TABLE 8

SCOTTS VALLEY APPROPRIATE SHARE OF HOUSING FOR
VERY LOW, LOW, MODERATE AND ABOVE MODERATE INCOMES

	<u>VL/% Total</u>		<u>L/% Total</u>		<u>Mod/% Total</u>		<u>Above Mod/% Total</u>	
AMBAG:								
-1989	571	16.9%	508	15.1%	713	21.1%	1,584	46.9%
-1996	997	20.4%	744	15.2%	994	20.4%	2,148	44.0%
Scotts Valley Construction:								
-1989	571	16.9%	508	15.1%	713	21.1%	1,584	46.9%
-1996	784	20.5%	666	15.2%	924	20.3%	2,041	44.0%

TABLE 9
NUMBER AND TYPE OF DWELLING UNITS IN SCOTTS VALLEY
1976 through 1990

	1976 / % Total (a)		1980 / % Total (b)		1990 / % Total (c)	
Single Family	1,200	54.1%	1,580	57.0%	1,996	57.9%
Multi Family 2-5 units	218	9.8%	275	9.9%	389	11.3%
Multi Family 5+ units	70	3.1%	201	7.2%	315	9.1%
Mobile Homes	731	32.9%	717	25.9%	749	21.7%
TOTAL	2,219	100.0%	2,773	100.0%	3,449	100.0%

Footnotes:

- (a) California State Dept of Finance, Special Census, 1976
- (b) AMBAG
- (c) California State Dept of Finance, Population & Housing Estimates, January 1990.

TABLE 10
INVENTORY OF VACANT LAND - FEBRUARY 28, 1992

<u>Proposed Land Use</u>	<u>General Plan Density Range DU/Acre</u>	<u>Total Acres</u>	<u>GPln # of DU's at buildout Gen Pln Minimum/Max</u>
Residential:			
-Mountain	1/5	17	3
-Rural	1/2.5	328	131
-Estate	1/acre	71	71
-Low density	2/acre	186	372
-Medium density	2-5/acre	328	656-1,640
-Medium high density	5-9/acre	32	160 - 288
-High density	9-15/acre	20	180 - 300
			1,573-2,805
	<u>Acres</u>	<u>(35% Coverage) Projected Development Square Footage</u>	<u>Maximum DU Mixed Use 1 DU/3000 SqFt</u>
Commercial:	106	1,616,076	539 DU

**STRUCTURAL BLIGHT
CITY OF SCOTTS VALLEY
REDEVELOPMENT PLAN**

FIGURE 3



FIGURE 4

INVENTORY OF DEVELOPED / VACANT LAND JANUARY 1990

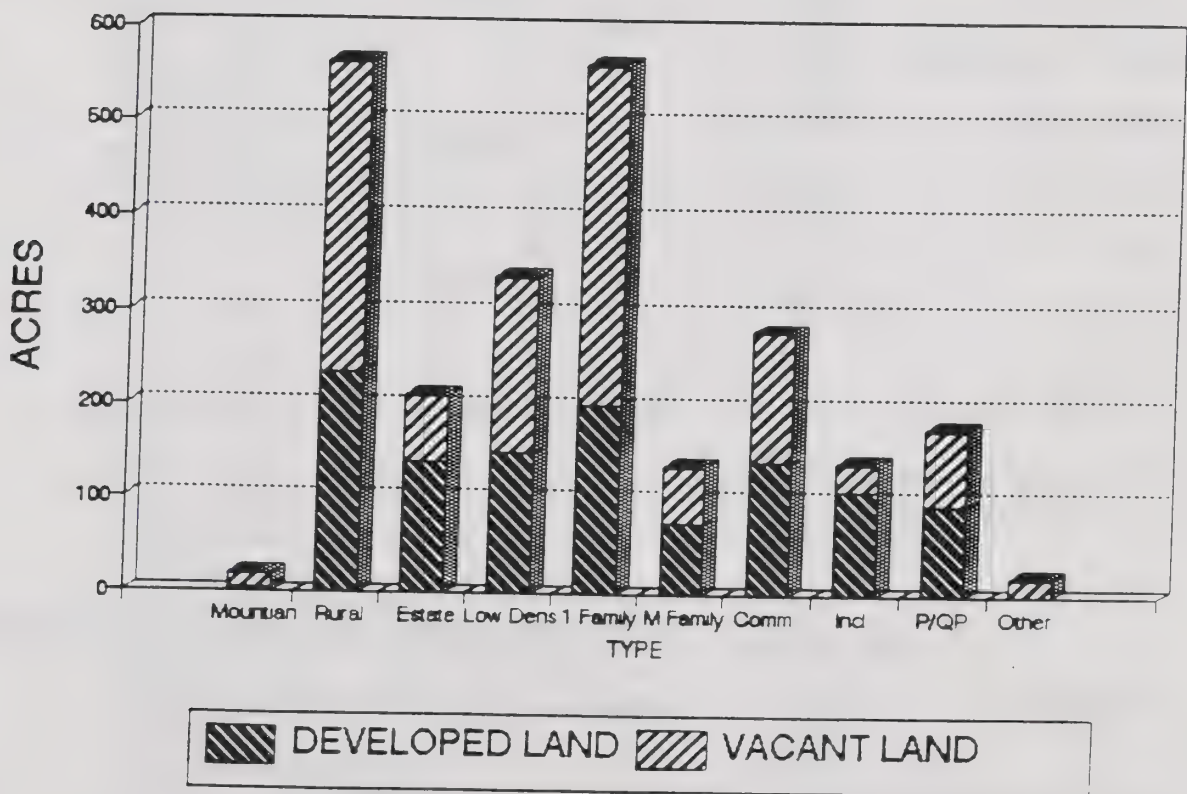


TABLE 11
CURRENT HOUSING PROJECT STATUS - FEBRUARY 28, 1992

<u>Project</u>	<u>Allowed</u>	<u>Approved</u>	<u>Under Const.</u>	<u>Built</u>
Ridgecrest	12 sf	12	-0-	-0-
Greenhills	26-50 sf	50	-0-	-0-
Heritage Pks	81 sf	81	-0-	-0-
B. Tingey	18 sf	17	-0-	-0-
Vineyards	53-134 sf	106	1	99
Bluebonnet	11-18 mf	15	15	-0-
Heald-Lockewood	2-3 sf	3	1	1
Granite Ck.	55 sf	38	3	17
Claussen	6-15 sf	11	2	9
Vine Hill	5-7 mf	4	-0-	-0-
Woodhill	21-33 mf	32	-0-	-0-
Collado	2-5 sf	4	-0-	-0-

sf = single family unit
mf = multiple family unit

Projects in Planning State (Submitted/not Approved)

<u>Project</u>	<u>General Plan Minimum/Maximum</u>
Glenwood Golf Course	488-611
Pellegrini/Scotts Valley Drive	18-31
Tuscany Hills	20-36
Jenkins/Bluebonnet	8-17
Hart/Jolley Way	<u>3-6</u>
	497-701

TABLE 12

SCHEDULE OF FEES REQUIRED - NEW RESIDENTIAL
APRIL 1991

I. Single Family Dwelling - 2,000 Sq Ft, 1/4 acre lot

Site Plan Review	\$ 120
Encroachment Permit	60
Fire District	600
Bldg Permit	1,505
Administrative Overhead	512
General Facilities & Equipment	190
Law Enforcement	439
Library	372
Parks & Recreation	5,224
Streets & Thoroughfares	2,565
Storm Drainage	240
Wastewater Treatment Facilities	<u>3,850</u>
Total	\$ 15,677

II. Fourplex - high density zone district, 12,000 Sq Ft lot

Site Plan Review	\$ 120
Engineering Plan Check	1,000
Encroachment Permit	180
Fire District	360
Building Permit	1,940
Administrative Overhead	1,413
General Facilities & Equipment	760
Law Enforcement	1,756
Library	1,292
Parks & Recreation	14,380
Streets & Thoroughfares	6,088
Storm Drainage	160
Wastewater Treatment Facilities	<u>10,970</u>
Total	\$ 40,419

HOUSING

GOAL

HG-246 TO PROMOTE A BALANCED HOUSING MARKET BY INCREASING THE SUPPLY OF HOUSING UNITS TO ACCOMMODATE REGIONAL POPULATION NEEDS AND EMPLOYMENT GROWTH OF SCOTTS VALLEY.

Objective

HO-247 Promote construction of 680-1,160 (136-232 average per year) dwelling units by 1996 which is appropriate to accommodate an employment growth ratio of one new dwelling unit for every 1.5 new jobs in Scotts Valley.

Policy

HP-248 Appoint a Housing Task Force to monitor housing stock, and recommend actions to accomplish the goal.

Actions

HA-249 In December, 1992, the Housing Task Force shall recommend to the Planning Commission zoning actions such as increased densities adjacent to major arterials, establishing apartment zones on the land use map, expanding the availability of the second dwelling unit ordinance to all age groups and establishing PD (planned development) zones to relax development standards such as lot coverage and site area in the Jolley-Blake-Trammel Way areas. The recommendations shall be acted upon by March, 1993.

HA-250 By March 1994, the City shall adopt a density bonus ordinance in conformance with state law.

Policy

HP-251 Encourage production of new residential development which provides appropriate choices in housing type, density and cost to meet the housing needs of new jobs created by Scotts Valley Employers.

Actions

HA-252 The City shall survey employers annually to determine their expected job growth in the next two years, and the type of jobs being created.

- HA-253 The City Council shall develop incentives to construct appropriate new housing in sufficient quantity to meet employment needs.
- HA-254 During development review process, the City shall cooperate with Employers to create mutually beneficial housing programs. This cooperation may include but not be limited to priority processing projects that provide housing for employees or propose mixed use development in commercial zones.
- Objective
- HO-255 Promote construction of 200-347 (40-70 average per year) new dwelling units by 1996 in excess of the City's rate of employment growth.
- Policy
- HP-256 Encourage production of new residential development which provides a choice of housing type, density and cost to meet the housing needs of all segments of the community.
- Actions
- HA-257 In July, 1993, the Planning Director shall survey 1990 census data to determine present community demographics.
- HA-258 The Planning Director shall survey present employment statistics and conduct public hearings to determine the needed demographics.
- HA-259 The City Council shall develop incentives to construct appropriate new housing in sufficient quantity to meet the objective. These incentives may include but not be limited to selling tax exempt housing revenue bonds to provide financing for construction of multifamily developments.
- HA-260 The City Council and/or Board of Directors of the RDA shall develop incentives to encourage lot consolidation in areas where existing lot size makes development difficult.
- HA-261 The Planning Director shall update census data annually in December with an inventory of jobs and housing to determine whether or not the goal is being met.

HP-262

Policy

The City shall annually evaluate the adequacy of its supply of land suitable for residential development and strive to maintain a supply of land sufficient to meet the city's fair share need as identified by the Association of Monterey Bay Area Governments and the City of Scotts Valley through 1996.

HA-263

Actions

As outlined in the Housing Element, adequate sites exist in the city to meet the housing need through 1996. The City will strive to provide sufficient land in each land use category to allow the market to freely create all types of housing needed through 1996. Vacant sites or property suitable for residential development should be made available to enable the development of at least 416 very low-income housing units, 126 low-income units, 281 moderate-income units, and 564 above moderate-income units through 1996.

HA-264

By June, 1993, the city staff will prepare a report, for Council consideration, evaluating opportunities to provide additional housing units within the existing City limits through rezoning, deeper density bonuses than those required by state law, opportunities for clustering, mixed use development along commercial corridors, and incentives for lot consolidation. Opportunities for 880-1507 additional units shall be identified. The General Plan amendments include proposals to redesignate three areas in the city for high-density residential from commercial uses. Affordable housing units displaced by new construction shall be replaced. The City shall accommodate clustered housing in order to promote the preservation of environmental resources without significantly compromising development densities that support housing affordability. Consideration of redesignation of properties shall be made by August 1993.

HA-265

The City shall participate in the regional fair share allocation process in 1995, 2000, and 2005 and at other times when modification of existing allocations are proposed or when new allocations are prepared.

HA-266

The City will annually review and evaluate progress towards achievement of the Housing Element objectives. Staff will prepare a report for review by Council. That report will be forwarded to the State Department of Housing and Community development with 30 days of Council review as required by state law.

HA-267

The City will assess the affordability of all new housing units developed within the city, in order to monitor progress towards meeting the regional housing needs goals and housing needs of the community. The assessment will evaluate affordability of all housing units developed after January 1, 1991. Progress toward meeting these goals shall be included in the progress report described in HA-266. If the assessment reveals that affordable units are not being constructed in accord with the goals of the Housing Element, the City will develop programs to remedy the situation, such as described in HA-282.

GOAL

HG-268 TO ENCOURAGE PROVISION OF AFFORDABLE HOUSING FOR ALL SEGMENTS OF THE CITY'S POPULATION AND LABOR FORCE.

Objective

HO-269 Facilitate construction of 189 units per year affordable to very low, low, and moderate-income households.

Policy

HP-270 The City shall encourage the production of affordable rental and ownership housing for low and moderate-income households.

Actions

HA-271 Between 1991-1996, the Redevelopment Agency shall use the 20% mandatory Redevelopment Agency funds for programs similar to those described in Table H-1 of the General Plan. These programs provide an opportunity for development of at least 662 units for low- and very-low income households, as defined by AMBAG.

- HA-272 The City shall use its redevelopment agency powers to reduce the costs of construction by funding off-site infrastructure improvements, especially in high density areas.
- HA-273 By July 1993 the City shall designate a housing specialist to monitor the affordable housing programs of the City.
- HA-274 The City shall monitor the number of affordable units constructed annually and enact incentive programs for builders such as density bonuses or subsidize fees, where feasible, for construction of housing units affordable to low and moderate-income families.
- HA-275 In 1993 the Housing Task Force will examine the capacity of vacant and under-utilized land in Scotts Valley to accommodate affordable housing. Sites for consideration may include City owned parcels and school district surplus land, as well as other sites identified by the Task Force. The Task Force will make its recommendations to the Planning Commission by July 1993.
- HA-276 The City shall retain the Planned Development Ordinance to allow flexibility in development standards and increased densities in residential areas.
- HA-277 The City will encourage the development of an appropriate number of new housing units annually. The Planning staff will monitor new housing developments to ensure that a wide variety of housing types are being provided. In accordance with the city's Housing Action Program and redevelopment Agency goals, the City will continue to pursue the development of housing, meeting the needs of its moderate-, low-, and very low income residents. To ensure quality of life in Scotts Valley, these projects will be required to be consistent with general plan objectives for land use, open space, and the provision of public services. The City will give priority processing of all projects geared to moderate-, low-, and very-low income residents, looking to achieve the private development of housing, including at least 426 very low, 226 low, 281 moderate, and 564 above moderate income units between July 1, 1989 and July 1, 1996.

HA-278

As required by state law, the City staff will prepare and propose to the city Council an ordinance allowing a density bonus of at least 25 percent, and an additional incentive, or financially equivalent incentive(s), to a developer of a housing development who agrees to construct at least:

- a. 20 percent of the units for lower-income households; or
- b. 10 percent of the units for very low-income households; or
- c. 50 percent of the units for senior citizens.

Policy

HP-279

The City shall encourage and promote innovative housing development programs that will help to increase the number of affordable housing units.

Action

HA-280

During the development review process, the Planning Department shall discuss the City's objectives with potential developers in an effort to incorporate affordable units in the project. Developers shall be referred to the County Housing Authority for financing consultation.

HA-281

By June, 1993, the City Council shall consider enacting an in-lieu fee for affordable housing on all commercial projects and those residential projects which do not construct affordable housing.

HA-282

To the degree consistent with general plan policies, the City will favorably consider applications for rezoning and requests for special consideration under the Planned Development ordinance for the development of high-density (15-30 units per net acre) residential development within the city. This will include approximately 50 acres of rezoning to high density land use by June, 1994. In addition, mixed-use projects combining commercial and residential uses will be encouraged. In combination with HA-264 and HA-278, it is anticipated that an additional 880-1507 units can be built within the existing City limits.

Policy

HP-283

The City shall cooperate to the maximum extent feasible with appropriate public agencies and non-profit housing organizations in mutual efforts to provide and conserve affordable housing.

Action

HA-284

The Planning Department will continue to participate in the County Housing Network.

HA-285

The ordinance preventing the conversion of rental housing to owner-occupied housing will remain in effect unless the rental vacancy rate for the city is greater than 4 percent.

This ordinance can be amended when the applicant for approval of conversion agrees to provide four out of every ten dwelling units (40 percent) to households of moderate or lower income. The Planning Department will conduct annual vacancy surveys to determine the vacancy rate through July, 1996.

HA-286

The City shall pursue attaining status as an entitlement city under the Community Development Block Grant Program to ensure guaranteed and continuous funding and therefore, the ability to plan expenditures on a multi-year basis.

HA-287

The City shall place Article 34 referenda on the ballot to obtain capacity to participate in the development, construction, and acquisition of low-rent housing.

Policy

HP-288

The City shall preserve existing mobile home parks which meet the land use goals and standards of the City.

Action

HA-289

The City shall retain the mobile home park conversion ordinance and mobile home park rent review commission.

GOAL

HG-290 TO ENSURE THE CITY'S HOUSING STOCK MEETS NECESSARY HEALTH AND SAFETY REQUIREMENTS.

Objective

HO-291 In 1990, the City had approximately 125 substandard units, which should be rehabilitated at a net rate of 7 units annually, or 84 units by 1996. This represents an annual rehabilitation of 5% of the City's total need.

Policy

HP-292 The City shall promote housing rehabilitation programs that help conserve existing affordable housing units.

Actions

HA-293 The City shall help solicit and encourage maximum utilization of federal and State funds for low interest loans and grants for the rehabilitation of rental and owner occupied housing units and mobile home parks.

HA-294 The Redevelopment Agency and City should make low interest loans available to rehabilitate homes as a part of housing assistance programs.

HA-295 The City of Scotts Valley will work with the Housing Authority of the County of Santa Cruz to preserve and improve existing affordable housing in Scotts Valley. This action also includes continued cooperation with the Housing Authority of the County of Santa Cruz and other non-profit developers in the development of new or substantially rehabilitated Section 8 housing units. Further the City shall leverage federal and state financial aid programs for the rehabilitation of substandard housing to rehabilitate 84 units by July 1, 1996.

HA-296 To maintain the quality and affordability of older neighborhoods, the City shall pursue participation in Community Development Block Grant and Rental Rehabilitation programs. Further, the City will continue to encourage private sector investment to achieve similar objectives. One objective of this action will be to rehabilitate up to 7 housing units per year.

GOAL
HG-297 TO ENSURE EQUAL HOUSING OPPORTUNITIES.

HO-298 Objective
Expand housing opportunities for groups with special housing needs.

HP-299 Policy
The City shall encourage maximum use of public and private resources to help solve special housing problems.

HA-300 Actions
The City shall encourage development of services that assist the elderly and disabled in remaining in their homes by working with the Chamber of Commerce and businesses to encourage programs which provide home delivery of goods and services for seniors without a conditional use permit and working with the transportation providers to expand bus service in the city.

HA-301
The City shall encourage new housing developments to be adaptable for physically disabled residents by requiring a portion of all new developments over four units to be handicapped accessible.

HA-302
The City shall amend the zoning ordinance by October 1993 to allow emergency shelters in the commercial and public quasi-public zones.

HA-303
The City shall encourage new or rehabilitated housing developments designed to provide residential care and assisted living for the elderly and disabled by retaining provisions in the Zoning Ordinance to allow residential care facilities in all high density zone districts.

HO-304 Objective
Prevent housing discrimination.

HP-305 Policy
The City shall support fair housing practices.

HA-306 Action
The City shall cooperate with federal, State and regional agencies to promote housing choice and equal opportunity housing by soliciting educational materials from these agencies and making them available in city hall, the senior center, and library. The City will advise the State Department of Fair Employment and Housing of any complaints regarding housing discrimination received by the City.

GOAL
HG-307 TO ENCOURAGE RESOURCE CONSERVATION MEASURES IN ALL HOUSING.

HO-308 Objective
Optimize resource conservation and reduce resource consumption in housing developments.

HP-309 Policy
The City shall work with other local, State and federal agencies, public utilities, and community organizations to implement energy conservation and longer range renewable energy development programs.

HA-310 Actions
The City shall disseminate information pertaining to available federal and State energy conservation tax credit and other available private financial incentives.

HA-311 The City, in conjunction with the Scotts Valley Water District, shall promote the use of water-conserving appliances in buildings and the use of drought-tolerant/low water consumptive landscaping. These water conserving features shall be required through the Design Review process.

HA-312 The City Public Works Department shall continue to promote recycling of solid waste.

HP-313 Policies
The City shall encourage programs that emphasize energy retrofitting in existing residential structures via insulation, weather-stripping, and passive and active solar systems.

HP-314

The City shall promote the use of passive and active solar systems in new residential buildings.

HA-315

Action

The City shall encourage projects to locate dwellings in such a way to get maximum use of solar energy through the development review process and retention of the hillside development zoning regulations.

TABLE H-1
RDA PROGRAMS FOR AFFORDABLE HOUSING

1. Land Write-down - Acquire parcel(s) of land at fair market value through either voluntary sale or condemnation, then sell or lease the land to a developer at a reduced price. Sale or lease to incorporate restrictions for all or part of the housing to be affordable by targeted groups.
2. Loans to Developers -
 - a. Long-term "gap" financing - Provide a deferred payment loan to developer to reduce the conventional financing debt service. Loan repayments commence after retirement of the conventional financing debt. Alternatively, agency may establish an annuity for the project to meet the conventional debt service shortfall on a yearly basis; the annuity is converted to a repayment loan once the conventional financing is retired.
 - b. Construction Loans - Provide funding at interest rates less than conventional, on the agreement that savings are passed along to buyers (lower sale prices) or tenants (lower rents).
 - c. Reserve Funding - Lend funds to project reserves to permit developer to borrow less and negotiate better terms from conventional lender. If reserves are drawn upon, can be converted to deferred-payment loan.
 - d. Guarantees - Provide for or negotiate with lender (on developer's behalf) a specific dollar guarantee amount instead of a general blanket guarantee.
 - e. Letter of Credit - In lieu of reserve funding or guarantees, provide a letter of credit.
3. Assistance to Non-Profit Developers - Provide loans for predevelopment costs of site acquisition and loan approval (appraisals, site plans, feasibility studies, etc.), upon agreement to impose affordability restrictions on the project. Provide funding to cover operating and overhead costs incurred by a non-profit housing development corporation.

4. Loans to Single Family Homebuyers - Loan represents the difference between construction costs and targeted affordable price, and is secured by deed of trust. Interest accrues but is not paid currently. If house is sold outside of designated affordable range or to a non-qualifying party, note is called and all principal and accrued interest is due.

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2/2/94

CHAPTER IV

OPEN SPACE AND CONSERVATION

The objectives of the Conservation and Open Space Element are to conserve and manage natural resource and open space areas for the preservation and production of resources, promote outdoor recreation and protect public health and safety. The goals, objectives, policies and actions implement these objectives.

Recommended by Task Force on November 25, 1991
Recommended by Planning Commission to Council on January 23, 1992
Accepted by City Council on February 19, 1992.

Open Space and Conservation

As population grows and densities increase, open space becomes a valuable commodity. The conservation of open space assures the continued availability of land for the production of food and fiber, the enjoyment of scenic beauty, for recreation, and conservation of historic and natural resources and protection of air quality. Open space lands discourage premature and non-contiguous development patterns which unnecessarily increase the costs of community services to community residents.

Open space land is defined by Government Code as any parcel or area of land or water which is essentially unimproved and devoted to an open space use and which is designated on a local, regional or state open space plan. Open space lands are described under four categories:

- areas designated for preservation of natural resources (wildlife habitat, rivers, watershed lands),
- areas of managed production of resources (forest lands, rangelands, mineral resource areas),
- areas used for outdoor recreation and scenic beauty, conservation of historic resources,
- areas where public health and safety hazards exist (unstable soils areas, fault zones).

The Land Use Map designates these open space areas.

Open Space Land Used for the Preservation of Natural Resources

Scotts Valley is typical of mountain/alluvial environment; the alluvial valleys of Carbonera Creek and Camp Evers Creek form the historic and modern core of the urban area and mountains that border the urban center. Apart from certain riparian corridors, limited vegetation and wildlife resources have continued to exist in a natural state. There are two habitat "communities" (natural associations of plants and animals in identifiable ecological settings) which are particularly important in Scotts Valley: (see Figure OS-3)

Riparian woodland is located along several area creeks, but regionally significant examples extend along Carbonero Creek between the proposed Borland International Headquarters Campus and north of Disc Drive, and along Bean Creek between MacKenzie Creek and Mt. Hermon Road. This habitat type, unique in the area because it relies on the year-round presence of fresh water, is dominated by broadleaf deciduous trees such as box elder, sycamore, black cottonwood, big leaf maple, alder, and willow. The understory is lush, including poison oak, blackberry and an abundance of herbaceous growth and decaying vegetation. Wildlife use this habitat type extensively as a corridor for travel (because of its linear character), for cover and breeding (because of its lushness), and for feeding (because of such abundant food sources as leaf-feeding insects on willow trees, berries, and fresh water).

The California Department of Fish and Game considers riparian habitats to be the most important habitat type in the state. Riparian habitats are rare (representing only 1% of the San Lorenzo River watershed) and highly threatened because they are expected to suffer the greatest decline of any habitat type in the state. Riparian habitat provides living conditions for a greater variety of wildlife than any other habitat type. Wildlife found in the riparian woodland community, but uncommon elsewhere in the area, include the pacific pond turtle, the western aquatic garter snake, the legless lizard, the wood duck, the green heron, and the red-shouldered hawk. The yellow-breasted chat and blue grosbeak, formerly found here, have become locally extinct with clearing and disruption of riparian vegetation.

The **Ponderosa pine** community is a rare assemblage of vegetation limited to sandy, infertile Zayante soils formed over Santa Margarita sandstone. In the Scotts Valley planning area, this habitat is primarily in the southwestern part of the planning area on the slopes of Mt. Hermon, but it is part of a much larger Ponderosa pine habitat that extends outside the planning area. The soil and subsoil drain very rapidly and do not retain enough water to support climax species such as redwood and Douglas fir that are common to the area. The habitat is typified by Ponderosa Pine, and also supports the rare and endangered silver-leaf manzanita, Ben Lomond spineflower, Ben Lomond wallflower and at least four endemic insect species. Unusual wildlife species occupying this habitat include the western whiptail lizard, a species of scorpion, and the locally rare Santa Cruz kangaroo rat. About half of the Ponderosa pine community (1,200 acres by 1979) in Santa Cruz County has been destroyed by development and quarrying activity.

The planning area also contains localized stands of **redwood trees**. The precise locations of the redwoods have not been mapped; however, Santa Cruz County land use and land cover maps do show stands of conifer forests within which the dominant vegetation is 51% or more needleleaf trees. The conifer forest includes redwood trees. Conifer forest areas are found throughout the planning area, but the largest areas are located along Bean Creek Road, in the Lodato Park area, along Carbonera Creek and along upper Glenwood Drive.

Oak trees over 25 inches in circumference and all **other trees** over 40 inches in circumference, as well as specified "Heritage Trees" in Scotts Valley, are subject to special regulations governing their removal. Madrone, oak or California laurel and buckeye are scattered throughout the planning area.

Many plant and animal species are specially categorized if they are identified as rare, endangered, and/or threatened by the United States Fish and Wildlife Service, the California State Department of Fish and Game, the Smithsonian Institute, and/or the California Native Plant Society.

Five examples of **rare and endangered plant species** are known to exist in Scotts Valley. They are the Silver-leaf Manzanita (Arctostaphylos silvicola) and the Ben Lomond Wallflower (Erysimum teretifolium) the Ben Lomond Spineflower, Scotts Valley Spineflower and Scotts Valley Polygonum. Several other rare and endangered species are known to exist in the San Lorenzo Valley watershed, but have not been discovered in Scotts Valley to-date.

It is probable that between 20 and 50 locally rare plant species exist in the Scotts Valley planning area and are concentrated in specialized habitats such as **Santa Margarita sand deposits, marshy habitats, and grassland areas**. Examples of these habitats in the planning area are the southwestern edge of the old Skypark Airport, the remnants of the Camp Evers Bog, the open grasslands to the north along Glenwood Drive and all of the sandy areas surrounding the City. Environmental impact reports have been completed for the Skypark Specific Plan (1991), Glenwood Estates (1989-1991) and Polo Ranch (1990), describing the rare species and their location on the sites. The proposed Glenwood Golf Course residential development in the northeast, contained Chorizanthe robusta var. hartwegii, commonly called "Scotts Valley Spineflower". The spineflower did not occur on any list of rare and endangered species; however, a petition for listing it at the federal level was submitted to the U.S. Fish and Wildlife Service (USFWS). In March 1994, the USFWS officially listed the spineflower as an endangered species.

It has not been documented that the Planning Area supports breeding habitat for any **rare or endangered animal species**. Although there have been confirmed sightings of the Smiths' Blue butterfly, an endangered species, in the planning area, none have been discovered through biotic review in recent years (Glenwood, Polo, Skypark EIRs). It is probable that the Santa Cruz Kangaroo Rat, a locally rare species, also occurs in the planning area. Its most favored habitat consists of sandy soil areas such as those existing at the Kaiser Quarry.

Open Space for Managed Production of Resources

Forest lands, mineral deposits, and subsurface aquifers are the natural resources of significance located within the planning area. Open Space/Timberland Production is designated on the land use map in two areas, both outside the city limits, but within the planning area. These areas are located at the northwest portion of the planning area and east of State Highway 17, south of Lodato Park. These areas are designated open space to ensure consistency with the county's timberland production zoning designation.

An area of significant mineral deposits is also located outside the City limits, at the southwest portion of the planning area (see Figure OS-4). The area is designated mineral extraction on the city land use map and is the site of the Kaiser Sand Quarry south of Mt. Hermon Road.

The "Surface Mining and Reclamation Act" (1975) required the State geologist to designate mineral resources of regional or statewide significance. The Act also required cities to include the designations in the General Plan to ensure the mineral resources are available when needed.

Scotts Valley and the Planning area derive water entirely from subsurface hydrological features called "aquifers". The planning area is underlain by several geologic formations which form the groundwater basin. Each geologic formation has a varying ability to recharge and absorb and store water in the aquifers.

Groundwater recharge, although not a land use shown on the General Plan land use map, is a vital component of natural resource production. The Santa Margarita Sandstone, the primary aquifer unit in the Scotts Valley area, has the highest recharge capability of the several geological formations underlying the planning area.

Scotts Valley lies wholly in the **watershed** of the San Lorenzo River, the major drainage basin of northern Santa Cruz County (see Figure OS-5.1). Within the planning area are parts of three watersheds of major creek tributaries to the San Lorenzo River, as well as a small area which drains towards the river itself. These are the Branciforte Creek, Bean Creek and Carbonera Creek watersheds.

Most of the 7.4 square mile Carbonera Creek watershed is in the Scotts Valley planning area. Carbonera Creek is the major surface hydrological feature. It generally runs northeast to southwest through the length of the city. Camp Evers Tributary, about three quarters of a mile long, roughly parallels Mt. Hermon Road, and the approximately one mile long "west branch" of Carbonera Creek drains the Glenwood Drive area. Less than 10% of the Branciforte Creek watershed lies in the planning area. Approximately one third of the Bean Creek watershed forms the north portion of the planning area. The location of water resources is show in Figure OS-5.1.

Open Space Land Used for Outdoor Recreation, Scenic Beauty, and Conservation of Historic Resources

Park and recreation areas are described in the Parks and Recreation element of the General Plan and the 1991 Parks Master Plan. Based upon the National Parks and Recreation figure of five acres per thousand population, Scotts Valley should have 75 acres of parks and open space at buildout population of 15,000. The Parks Master Plan describes these public and private recreation areas in the City. In addition, the Parks Master Plan shows a system of trails that connect the City parks and extend to trails and parklands outside the planning area.

Not all of the parks described in the Parks Master Plan are suitable for active recreation purposes. An example is Lodato Park. Because of its physical characteristics, Lodato should be preserved as open space for passive recreational purposes, such as walking trails, picnic areas and outdoor education. Similarly, portions of the Glenwood area, as of November 1991 proposed for a golf course, should be conserved as open space. The property has areas which exceed 40% slope, special habitat communities, significant heritage trees and grassy hillsides which provide a scenic resource for Scotts Valley. Areas of outstanding **scenic value** are significant open space features. The generally flat valleys along Carbonera Creek, its west branch tributaries, and Camp Evers tributary form a pocket in the Santa Cruz mountains within which most of the local urbanization has occurred. Hillsides immediately adjacent to these valleys have offered spectacular views for residential development such as Tabor Drive, Montevalle, Granite Creek, Navarra Drive and Whispering Pines, while forested ridgetops which remain largely undeveloped and have not been logged are an attractive focal point for many scenic views. Highway 17, which climbs from Santa Cruz on the south into the valley, offers outstanding vistas of the area. Scenic winding roads through steep redwood forested canyons border the Planning Area (Granite Creek Road, Glen Canyon Road, Vine Hill Road and Bean Creek Road).

Figure OS-1 identifies prominent forested ridges, scenic road corridors along a portion of Highway 17 and several redwood canyon riparian areas, and vistas (largely from higher vantage points toward the ridges, or toward the broad sweep of the valley below). Prominent ridges parallel Highway 17 on the east and Scotts Valley Drive on the west, surround the City limits north and west of Glenwood Drive, and follow the Bean Creek/Zayante divide in the southwest part of the City. While the mapped road corridors largely remain scenic because of dense vegetation or absence of development, the areas visible from Highway 17, Scotts Valley Drive, and Mt. Hermon Road should all be considered important. These latter areas, while not uniformly attractive at this time, are visually accessible to nearly everyone in the Planning Area and therefore make up much of Scotts Valley's visual image. In the unincorporated areas, Highway 17, Graham Hill Road and Mt. Hermon Road are designated by the County as scenic and worthy of viewshed protection. Vistas are the major places where stationary or momentary views are available because of the topography and existence of public spaces such as roads. Some of the views from these areas may be fleeting. Vista point locations should remain undeveloped so they can be used and improved as a scenic resource. Development should be situated below the ridgelines in order to protect the existing visual integrity of the city and new development should enhance the visual backdrop of the city.

Scotts Valley also has sites of significant **historic or cultural value**. The city hall site located on Civic Center Drive exemplifies the city's rich heritage; it contains both the historic Scott House and a 10,000 year old archaeological deposit.

Archaeological sites dating from prerecorded history are known to exist based on survey records of the regional site survey at Sonoma State University, from a ground reconnaissance of 95% of the city done in 1977 for the wastewater facilities plan and reports prepared through the environmental review process.

As illustrated in Figure OS-2, there are two zones of primary concern, the high and moderate sensitivity zones. The low sensitivity zones are generally found in the upland portions of the Planning Area away from fresh water, while the high and moderate zones are found in the more level areas. Because the Planning Area is rich in archaeological resources, most of it is defined as being of high to moderate archaeological sensitivity. In order to protect undisturbed sites from vandalism, precise locations remain confidential except to professionals and property owners.

In 1990, the City completed a survey of all potential historic structures within the City limits. The Cultural Resource Preservation Commission conducted public hearings on 15 sites and structures identified in the survey. Two structures have been designated within the City described below:

Scott House - 1853. Build in 1853 by Hiram D. Scott, the Valley's namesake, this Greek revival farmhouse was originally located along Scotts Valley Drive east of its present location at the Scotts Valley Civic Center. The house is a four room, 1-1/2 story, mortice and tenon structure with a one-story attached ell. In 1936, the house was moved to its present location to make way for the widening of Scotts Valley Drive. In the 1850's, it was the state stop for the Valley. Owned by the City of Scotts Valley, the house is currently on the National Register of Historic Places, being an example of early 1850's architecture and its association with the Scott family.

Polo Barn - 1930. Designed by William W. Wurster, internationally known architect in the San Francisco Bay Area. His notable building designs are the Pasatiempo Golf Course south of Scotts Valley, and the Bank of America Headquarters and Ghiradelli Square located in San Francisco. Wurster also made a significant contribution to architectural education, becoming the dean of the architectural school and founder of the School of Environmental Design at the University of California, Berkeley.

The owner of the barn complex was Marion Hollins, a famous golfer, real estate speculator, and land developer. In the late 1920's, she developed the Pasatiempo Golf Course which was intended to rival Pebble Beach, located across Monterey Bay. Hollins was also involved in the raising of ponies for the polo circuits, having the Polo Barns complex built around 1930.

Open Space Land for Public Health and Safety

Open space areas for public health and safety include areas of extreme slopes and poor soils which are unable to support development and flood prone areas.

Outside of the relatively flat valley of Carbonera Creek and its tributaries, the Scotts Valley Planning Area is characterized by the varying slopes of the Santa Cruz mountain ridges, foothills, and gulches. Slope steepness depends largely on the geology, elevation, and soils of an area. Slope stability of upland areas varies. Several **landslides** have been mapped in the Planning Area and many more slopes show evidence of past or potential landslide activity (see Figure OS-6).

As indicated by Figure OS-7, most of the Scotts Valley uplands have **steep slopes (over 40%)** which are unsuitable for development for a number of reasons: existing access in many cases is poor, safe all-weather roads cannot be developed, soils on these slopes may be unstable and/or highly erodible, and many slopes are heavily wooded. In addition, steep slopes may require extensive cut and fill grading to establish buildable sites. Steep banks near the area's creeks are often evidence of the erosive force of floodwaters and therefore should be considered hazardous. Limited areas of moderately steep slope (25%-40%) exist within the Planning Area and could be developed under certain circumstances, but some of them are surrounded by very steep areas and are inaccessible. Gentle slopes (0% - 25%) are found on mountain ridges and in the Granite Creek, Glenwood, Carbonera Creek valley, lower Bean Creek Road, Whispering Pines, and La Cuesta Drive areas and in most of the Mt. Hermon Road area. Most of these areas have experienced some degree of development. Gentle slopes which remain rural in character are located west of the City limits in the Bean Creek area.

Flood prone areas along Carbonera Creek have been identified on the Flood Insurance Rate Map (FIRM) published by the Federal Emergency Management Agency (FEMA). The primary areas are Zone A, where floods are predicted to occur once every 100 years, and Zone B, where floods are predicted to occur every 100 to 500 years. Development in Zone A must be constructed outside or above the 100 year flood zone. Although the flood area is not designated open space on the Land Use Map, the area remains open space for drainage and riparian corridor protection.

Specific areas are usually designated open space when the constraints are precisely identified during the development process. An example of such an area is located east of Bean Creek Road, behind Victoria Woods residential subdivision. This area was originally part of the subdivision but due to slopes of 40% or more and large trees, the property was designated an open space area.

Additional open space areas may be designated by the City in the future. These areas could consist of, but are not limited to, sensitive, rare, and endangered species habitat, riparian setback areas, areas of unstable unbuildable slopes, scenic easements, new timber production zones, and mineral resource production areas.

Preservation of the scenic ridgelines, various habitat communities, trees, riparian corridors and other open space lands help conserve the air quality of the City of Scotts Valley, which is located in the North Central Coast Air Basin. The basin is comprised of Monterey, San Benito and Santa Cruz counties. The northwest portion of this air basin is dominated by the Santa Cruz Mountains; Scotts Valley is situated west of the mountain ridge line. Air in Scotts Valley is typically maritime in origin, as it moves over the land from the Pacific Ocean. Summers are warm and dry, while winters are mild and generally rainy. The northwesterly winds vary during the day, increasing throughout the hours of daylight. Subsidence inversions, which occur during the summer and autumn under the influence of the North Pacific summertime high pressure area, can cause air pollutants to become trapped due to decreased vertical movement and poor ventilation. Wintertime inversions, which are shallower and occur with nighttime cooling, may also tend to trap some pollutants, as well as create dense surface fog. However, midday heating usually initiates vertical air currents and improves air quality. In addition, steady winds throughout the year provide generally good horizontal ventilation.

The Monterey Bay Unified Air Pollution Control District (MBUAPCD) has the primary responsibility for ensuring that all state and federal ambient air quality standards are achieved and maintained within the basin. Federal and State Air Quality Standards are summarized in the following table:

FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-hour	0.12 PPM*	0.09 PPM
Carbon Monoxide	8-hour	9.0 PPM	9.0 PPM
	1-hour	35.0 PPM	20.0 PPM
Nitrogen Dioxide	Annual	0.05 PPM	---
	1-hour	---	0.25 PPM

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Sulfur Dioxide	Annual	0.03 PPM	---
	24-hour	0.14 PPM	0.05 PPM
	1-hour	---	0.5 PPM
PM-10	Annual Average	50 ug/m3**	30 ug/m3
	24-hour	150 ug/m3	50 ug/m3

* PPM = parts per million

** Micrograms per cubic meter

The Federal Clean Air Act of 1977 required states to identify and label those regions which did not meet the federal primary standards by 1987. The Monterey Bay area did not meet those standards and was declared a non-attainment basin. However, since 1989, no violations of the federal standards have been recorded. Since 1992, the EPA as well as the State Air Resources Board and Association of Monterey Bay Area Government has urged the local air district to apply for attainment status. In March 1994, the district agreed to make application to the EPA for attainment status. When the EPA declares the basin to be an attainment area, the requirement to prepare a "15% rate of progress plan" may be eliminated.

The California Clean Air Act requires that plans be developed to attain the state ambient air quality standards. Between 1989 and 1991 there were six days in Santa Cruz County when ozone and PM-10 exceeded state standards. The 1991 "Air Quality Management Plan" (AQMP) for the Monterey Bay Region is the non-attainment plan for the area and was written based upon a designation of "serious, non-attainment." The AQMP requires emissions to be reduced by 30% by 1997 through control or indirect, mobile and stationery sources. Based upon recent studies, however, the air district has been redesignated moderate, non-attainment. The MBUAPCD has agreed to apply to the State Air Resources Board to change the requirement to reduce emissions from 30% to 20%. The MBUAPCD is currently revising the AQMP and will consider this reduction.

In August 1992, an ozone monitoring station was installed at Siltanen Park. In 1993 it recorded five violations of ozone concentrations. The effects of the barbecue and chlorine from the new swimming pool, however, adversely affected the accuracy of the readings. The station may be relocated in 1994 and will monitor the concentration of ozone on an hourly basis and particulate matter every six days.

In August 1990, the **State Air Resources Board** determined that some violations of the ambient air quality standards for ozone were attributed to **transport** from outside the North Coast Counties Air Basin, i.e., San Francisco Bay Area. Any measures taken in the tri-county area to improve air quality cannot affect the quality of air transported from outside the air basin.

OPEN SPACE AND CONSERVATION

GOAL

OSG-316 TO PROTECT AND CONSERVE THE NATURAL RESOURCES OF THE PLANNING AREA INCLUDING PLANT AND ANIMAL HABITATS, MINERAL RESOURCES, WATER COURSES AND AIR QUALITY.

Objective

OSO-317 Minimize the disturbance or removal of native vegetation.

Policy

OSP-318 New development proposed in, or adjacent to, areas containing native plant communities shall be carefully planned and provide for the conservation and maintenance of those plants.

Actions

OSA-319 The city shall work cooperatively with qualified botanists and other agencies to develop a comprehensive list of known rare and endangered plants and animals in the planning area.

OSA-320 The city shall utilize the environmental review process to identify and mitigate impacts of development on native plant communities and valuable habitat areas.

OSA-321 Through the permit process, the city shall require that proposed development located in or adjacent to native plant communities or valuable habitat areas be planned to maximize protection of the resource.

OSA-322 Development of vacant land located within valuable habitats shall be limited to low densities, cluster developments, and/or passive recreational uses.

- OSP-323 Policy
Riparian corridors shall be retained and protected.
- OSO-324 Objective
Establish protective measures for habitat areas of particular environmental sensitivity and for rare or endangered animal species.
- OSP-325 Policy
Environmentally sensitive habitat areas and rare or endangered animal species shall be preserved.
- OSA-326 Actions
As a part of the environmental review process, the city shall require new development proposed within areas of rare or endangered wildlife habitat to prepare a site-specific survey which identifies the location and type of species present. The development shall be required to mitigate any potential impacts to such species.
- OSA-327 Through the permit process, ensure land uses in or adjacent to environmentally sensitive habitats shall attempt to avoid significant impairment of an environmentally sensitive habitat area's habitat value without adequate mitigation measures.
- OSA-328 The city shall identify those sites that are greater than one acre in area and contain or are located adjacent to significant habitats and encourage, where appropriate, acquisition of the habitats by the Land Trust or Nature Conservancy, or similar organizations.
- OSO-329 Objective
Allow mineral resource extraction without jeopardizing surrounding land use.
- OSP-330 Policy
Future mining operations should be controlled so that adverse environmental effects are prevented and that mined lands are reclaimed to a usable condition suitable to surrounding uses.

- OSA-331 Actions
The city shall monitor county mining applications and provide recommendations to the county regarding mining, reclamation, and assigning costs to reclaim the land.
- OSA-332 The City Attorney shall review the current mining and reclamation ordinance for legal adequacy.
- OSO-333 Objective
To preserve the hillside and mountainous land in its natural condition and inherent natural beauty.
- OSP-334 Policy
Land within the planning area designated as Timberland Production Zone (TPZ) shall be managed as an economic resource consistent with the intent of the Forest Taxation Reform Act.
- OSA-335 Action
The city shall require timber management plans using Best Management Practices ("BMP") for timber harvest proposals in order to provide for selective, sustained yield harvesting and reforestation.
- OSO-336 Objective
Protect watersheds and recharge areas.
- OSP-337 Policy
The city shall maintain a storm drainage system which provides optimal flood protection and maximum groundwater recharge.
- OSA-338 Actions
As part of the permit process, the city shall require the dedication of easements for natural drainage channels.
- OSA-339 A permanent fund account shall be maintained by the City to manage and improve the storm drainage system.
- OSA-340 The city shall maintain a program to protect all natural drainage channels from obstruction.

- OSA-341 The city shall require the updated storm drainage master plan to map significant recharge areas and natural drainage channels. The master plan shall include methods to combine recharge facilities into storm drainage plans.
- OSA-342 A percentage of storm drainage fees will be put into a fund to acquire recharge areas and construct improvements thereto when the need arises. These lands shall be maintained as open space and/or neighborhood parks.
- OSA-343 As part of the environmental review process the city shall, in cooperation with the water district, require developers to study and mitigate any loss of recharge. Mitigations may take the form of on-site recharge, construction of recharge improvements, contributions to the program cited above, or a combination of any or all of these.
- OSA-344 Any construction proposed in zones designated high protection or high management in the 1988 Todd Report and shown on Figure OS-5 shall provide a detailed hydrological evaluation to mitigate loss of recharge.
- OSP-345 Policy
New developments shall minimize the amount of impervious surfaces.
- OSA-346 Action
The Planning Department will encourage the use of pervious materials, such as turf block, in development projects.
- OSO-347 Objective
Encourage sound water supply management practices.
- OSP-348 Policy
The city shall cooperate with the water districts within the planning area to develop and implement water conservation programs.

OSA-349	<p><u>Action</u></p> <p>The city shall build and operate a tertiary treatment wastewater facility and utilize and sell treated reclaimed water. The priorities for the use of this water shall be:</p> <ol style="list-style-type: none"> 1) irrigation where the tertiary treated water would replace fresh water from the aquifer, 2) high quality recharge into appropriate basins, 3) discharge into streams which have flows below historic levels, 4) commercial uses, such as construction water and irrigation of areas not in the aquifer recharge, and 5) other uses that may be deemed beneficial as determined by the City Council.
OSO-350	<p><u>Objective</u></p> <p>Protect surface water and groundwater supplies in the planning area in order to maintain them as a high quality, usable resource.</p>
OSP-351	<p><u>Policy</u></p> <p>The city shall protect the planning area streams, creeks, ponds, and aquifers from pollution due to toxic substances, and erosive forces.</p>
OSA-352	<p><u>Actions</u></p> <p>The city shall continue to refer identified hazardous material users to the Scotts Valley Fire District in order to prevent discharge of such materials to the surface and groundwater system.</p>
OSA-353	<p>The city shall continue to require siltation ponds and erosion control measures which mitigate adverse impacts to surface water bodies and groundwater basins during and after construction.</p>
OSO-354	<p><u>Objective</u></p> <p>Maintain or improve the present air quality level within Scotts Valley.</p>
OSP-355	<p><u>Policy</u></p> <p>The city shall consider recommendations from the Monterey Bay Unified Air Pollution Control District (MBUAPCD) to maintain and improve regional air quality.</p>

- OSA-356 Action
The city will refer projects with identifiable air quality impacts to the MBUAPCD to recommend appropriate air quality impact mitigations.
- OSP-357 Policy
In order to reduce automobile related pollution, the city will plan for and encourage the use of transit, bicycles and walking as alternatives to automobile travel.
- OSP-358 Policy
The city will place conditions on new industrial and commercial development appropriate to maintain federal and state ambient air quality standards.
- OSP-359 Policy
The city will use the environmental review process to determine potential air quality impacts of project proposals.

OSG-360 GOAL
TO PRESERVE AND PROTECT EXISTING VIEWSHEDS AND SCENIC OPEN SPACES AND CORRIDORS.

- OSO-361 Objective
Identify and designate open space where its use will conserve and maintain the scenic, tranquil, and spacious qualities of Scotts Valley.
- OSP-362 Policy
An open space land use designation and conservation easements shall be considered in order to conserve and maintain those natural features, which, because of their exceptional nature, contribute to Scotts Valley's outstanding beauty.
- OSA-363 Actions
Following adoption of the General Plan, the city shall revise the zoning ordinance to establish standards for open space and conservation easement dedication.
- OSA-364 The city shall encourage that as part of new development proposals, areas over 40% slope are dedicated as open space scenic easements. The open space designation shall be recorded in the Office of the County Recorder.

OSA-365 Lodato Park shall be preserved as open space with passive recreational uses.

OSP-366 Policy
The city should identify accessible scenic, riparian and other corridors and establish a budget and funding sources for the acquisition of these corridors.

OSA-367 Actions
As a part of open space planning, the city should identify vista points and potential access routes to scenic corridors and open space. The city should develop funding sources to implement these visual resource identification and enhancement mechanisms.

OSO-368 Objective
Increase public access to scenic corridors and open space.

OSP-369 Policy
The city shall encourage the dedication of property and/or conservation easements to provide increased public access to scenic corridors and open spaces.

OSA-370 Actions
The city shall establish a program to acquire accessible open space and scenic resource areas either by purchase, conservation easements, dedication, or by other means, to ensure that the aesthetic qualities of the city are preserved and enhanced.

OSA-371 The city and developers will locate and construct trails and paths per the Parks Master Plan.

OSA-372 The city should develop a program of incentives to promote the dedication of desirable vista points and access easements.

OSO-373 Objective
The City's irreplaceable hillside scenic resources shall be protected and preserved.

OSP-374 Policy
Predominant ridgelines shall be protected to allow clear view from streets and roads. Scenic easement shall be established to protect the ridgelines.

OSA-375 Actions
Develop a map delineating predominant ridgelines to be preserved. Modify the zoning ordinance to require placement of all structures in the hillsides below the predominant ridgelines.

OSA-376 Amend the zoning ordinance to require preservation of the natural landscape along and within 25 feet of the top of the predominant ridgeline.

OSG-377 GOAL
TO ACHIEVE AND MAINTAIN A HARMONIOUS RELATIONSHIP BETWEEN THE NATURAL ENVIRONMENT AND MAN-MADE STRUCTURES AND LAND USES.

OSO-378 Objective
Support land use planning techniques which will conserve and enhance the natural features and resources of Scotts Valley.

OSP-379 Policy
Site planning for development in the city shall protect and enhance the natural environment.

OSA-380 Action
Development or redevelopment plans for projects in or near city entrances shall include extensive landscaping and structures or signs that are inviting. These developments shall be submitted to the Design Review Board for approval.

OSP-381 Policies
The city shall discourage scattered development or urban sprawl which may be detrimental to the city's visual beauty and increase significantly the cost of providing city services.

- OSP-382 Encourage infilling on vacant land within existing developed areas; infilling development shall be compatible with surrounding existing development. Where infilling is not feasible, new development should occur adjacent to existing urban areas where services are available or can be easily extended.
- OSP-383 The city shall encourage clustering of development projects in order to minimize disturbance of natural features and resources and maximize preservation of open space.
- OSA-384 Action
Amend the zoning ordinance to require clustering of development projects where natural features and resources are worthy of protection.
- OSP-385 Policy
The city shall protect the visual resources of Scotts Valley by requiring that new development be integrated into the natural setting.
- OSA-386 Actions
City staff and/or the Design Review Board shall conduct site inspections of the property during the design review process to determine methods of enhancing the scenic value. This requirement shall be added to the Design Review Board's Guidelines.
- OSA-387 The Design Review Board shall give attention to compatibility of site planning and design with the overall scenic quality of Scotts Valley, especially through siting of development and street improvements, and landscaping and sign control restrictions. This shall be noted in the Design Review Board's Guidelines.
- OSA-388 The Design Review Board shall critically review visual resource areas designated on the Scenic Viewsheds and Corridors Map (Figure OS-1) in which development is permitted for landscaping, building design and siting to enhance the scenic value of the area. The viewshed and scenic corridors map shall be made a part of the Design Review Board's Guidelines.

- OSA-389 The city shall ensure native plants are used as a part of new development to integrate the man-made environment into the natural backdrop and to screen or soften the visual impact. Amend the Design Review Board's Guidelines to incorporate this planning technique.
- OSA-390 Where feasible, projects shall be planned to locate streets and open space rather than private yards along waterways, ridges or scenic vistas.
- OSA-391 The city shall retain the provisions of the hillside development regulations of the zoning ordinance.
- OSA-392 The city shall develop a planned development overlay zoning for all hillside development to require development to be constructed per an approved plan.

OSG-393 GOAL TO PROTECT THE PLANNING AREA'S SIGNIFICANT
 ARCHAEOLOGICAL RESOURCES FOR THEIR SCIENTIFIC,
 EDUCATIONAL AND CULTURAL VALUES, AND FOR LOCAL
 HERITAGE.

OSO-394 Objective
 Identify and obtain information on the existence
 and significance of archaeological sites.

OSP-395 Policy
 Working cooperatively with appropriate
 organizations and professionals, the City
 shall compile relevant information on the
 location and significance of its
 archaeological resources.

OSA-396 Action
 The City has prepared an archaeological
 sensitivity zones map (Figure OS-2) as a
 part of this plan; this map shall be
 updated regularly by the Cultural
 Resource Preservation Commission based
 on data received from archaeological
 field reports.

- OSO-397 Objective
Establish measures to protect potentially significant archaeological resources.
- OSP-398 Policy
The archaeological sensitivity zones map shall be used, along with other appropriate data, to evaluate whether archaeological resources are threatened by proposed development projects.
- OSA-399 Actions
All proposed development within high and moderate sensitivity zones shall be required to produce an archaeological field reconnaissance and report for approval by the Cultural Resource Preservation Commission.
- OSA-400 Through the permit process, new development which could adversely effect archaeological resources shall be required to provide mitigation measures that avoid or substantially reduce the significant environmental effect prior to project approval.

OSG-401 TO CONSERVE THE PLANNING AREA'S SIGNIFICANT HISTORICAL RESOURCES.

- OSO-402 Objective
Promote the conservation of historical resources.
- OSP-403 Policy
The city shall continue to maintain an up-to-date inventory of and encourage the maintenance of designated historical sites, structures and objects which merit protection for their historic resource value.
- OSA-404 Actions
The city shall develop a program for the preservation of historical resources.
- OSA-405 All proposed development on the site of an existing or former historic structure shall require an historical archaeological field reconnaissance and report prior to project consideration by the decision-making body.

- OSP-406 Policy
The City shall encourage public and private efforts to restore designated historic structures and to continue their use as an integral part of the community.
- OSA-407 Actions
The City shall protect and enhance designated historic structures through the environmental, permit, and design review processes.
- OSA-408 The City shall apply and/or encourage private parties to apply for historic preservation and restoration grants for historically designated structures.
- OSP-409 Policy
The City shall not permit the destruction of the historical resources identified in this General Plan without a prior public hearing and consideration given to preservation alternatives.
-
- OSG-410 GOAL
TO MINIMIZE HEALTH AND SAFETY HAZARDS WITHIN THE PLANNING AREA.
-
- OSO-411 Objective
Minimize the impact that development may have on soils and topography.
- OSP-412 Policy
Land slope shall be considered in evaluating land use activity.
- OSA-413 Action
No building permit for new construction shall be issued for building envelopes whose average slope, as determined by the slope formula, exceeds 25%, unless an engineering study finds that no danger to life or property exists in development. Exceptions may be made for reconstruction due to declared or natural disasters.

- OSO-414 Objective
Use open space to protect human life and property from hazards such as wildfire, earthquake destruction, landslides and flooding.
- OSP-415 Policy
Because of their open space and aesthetic value, creeks shall be preserved as nearly as possible in their natural state, and consistent with protection of adjacent properties.
- OSA-416 Actions
The city will continue enforcement of existing flood control regulations. This will supplement the flood plain map which is part of this General Plan.
- OSA-417 The city will continue to require a minimum 25' setback from the top of the bank for all projects constructed along a creek.
- OSP-418 Policy
Fire Department approvals for building setback from open space or undeveloped property shall be required to insure adequate clearances from potential wildfires.
- OSO-419 Objective
Minimize contamination and maximize recharge opportunities for the aquifer.
- OSP-420 Policy
Utilize natural features supplemented by engineering designs to prevent contaminants from settling over recharge areas while allowing percolation of non-contaminated water into the aquifer.
- OSA-421 Action
Work with the water district to identify areas where this policy should be implemented and to design, fund, construct, and maintain appropriate improvements.

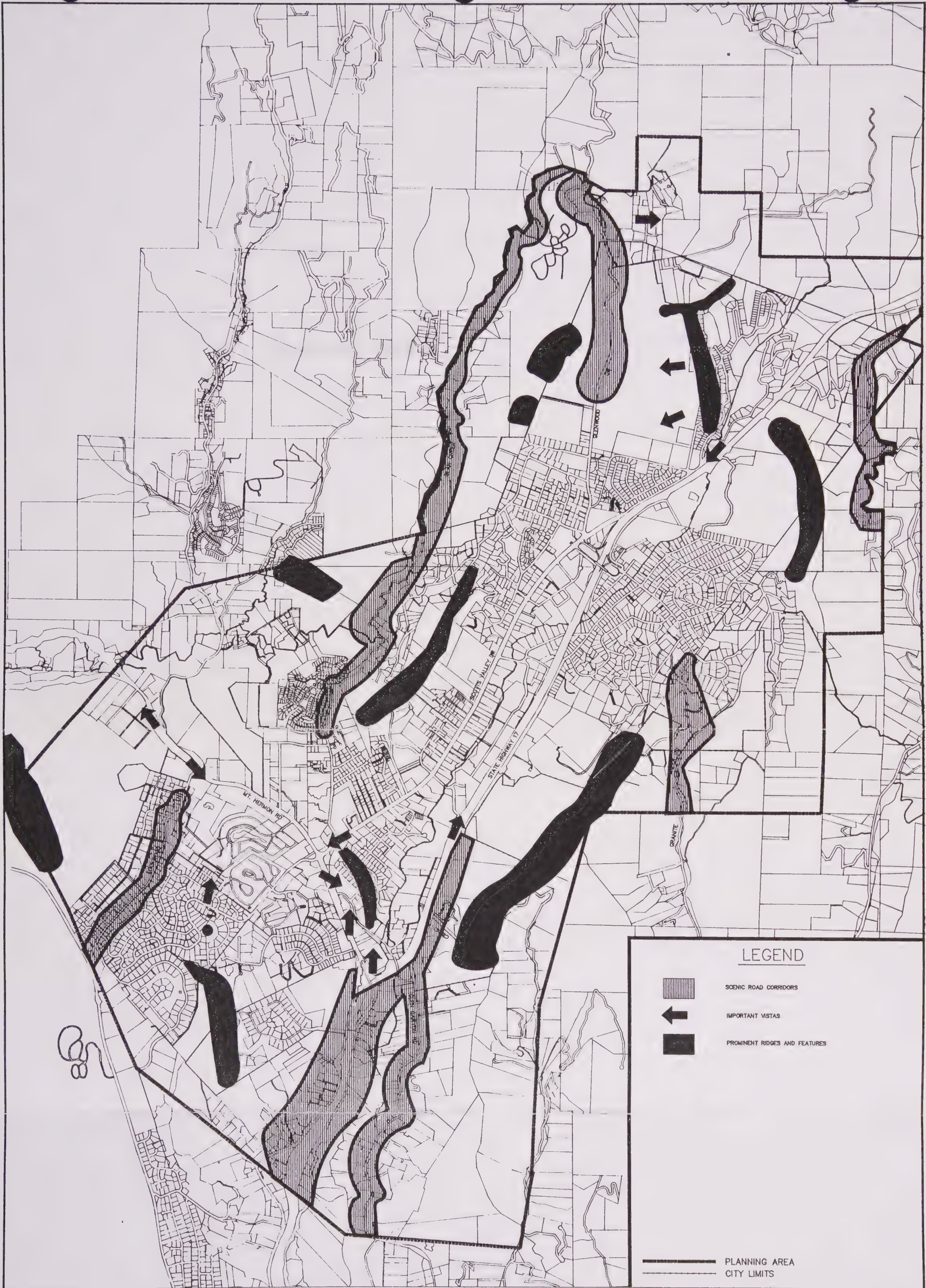
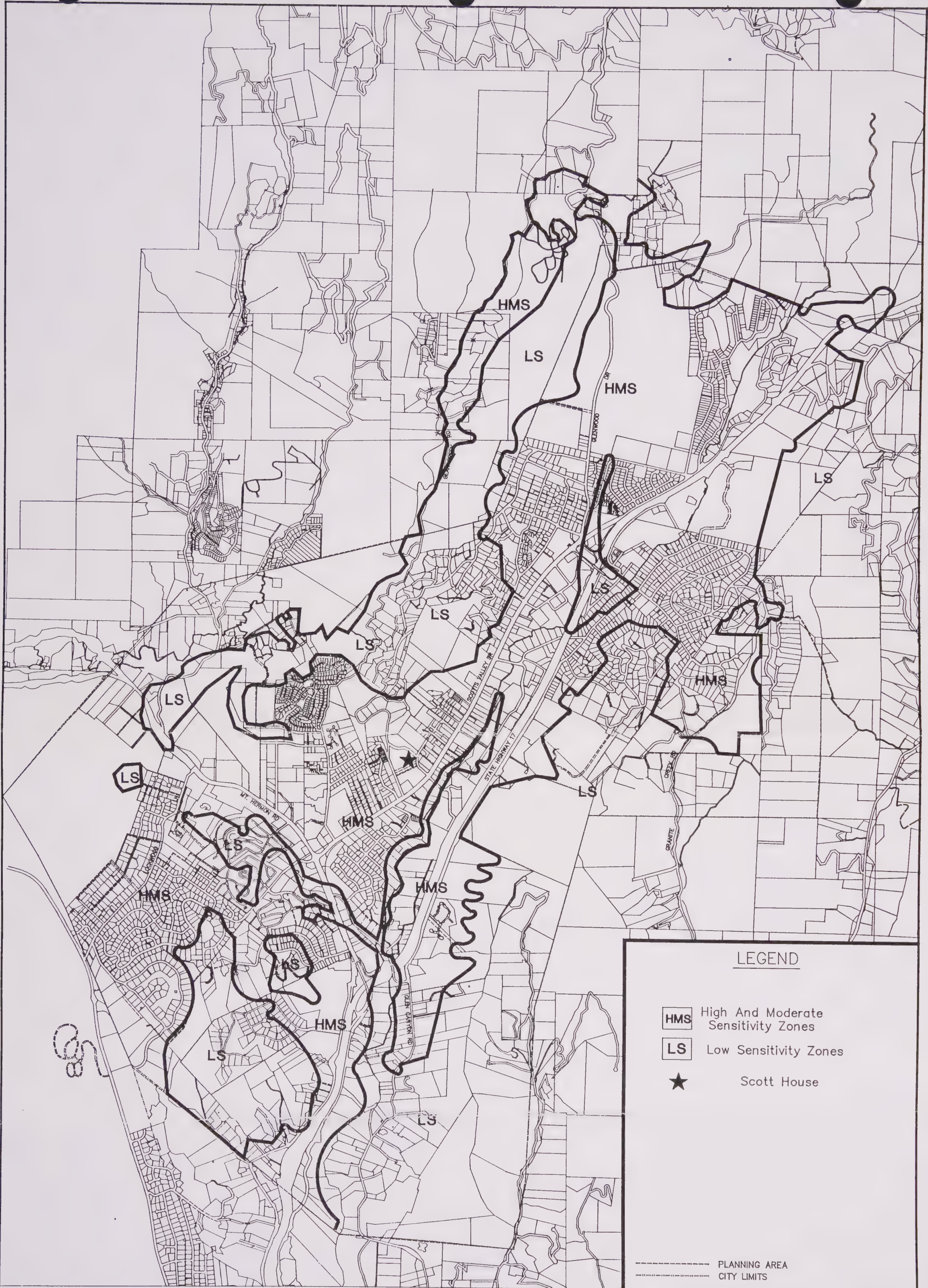


Figure:
OS-1

City of Scotts Valley **General Plan**

Viewsheds and Scenic Corridors

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MAP BEYOND ITS INTENDED PURPOSES.



LEGEND

- HMS** High And Moderate Sensitivity Zones
- LS** Low Sensitivity Zones
- ★ Scott House

--- PLANNING AREA
--- CITY LIMITS

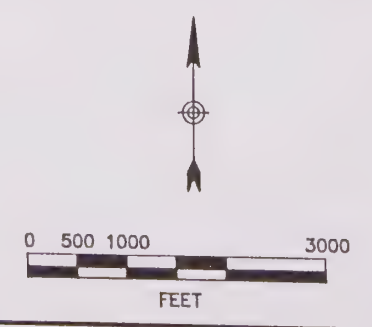
Figure:
OS-2

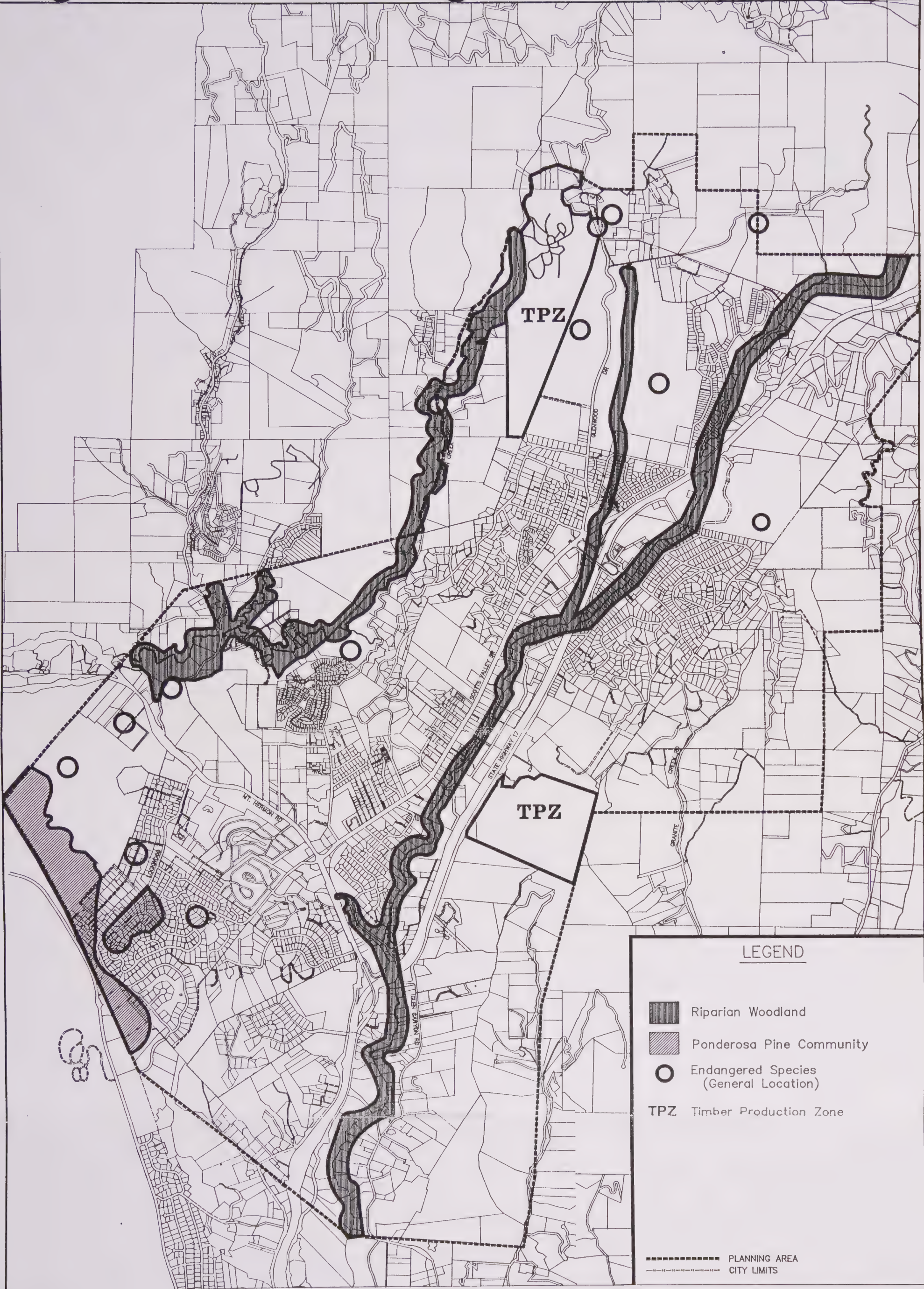
City of Scotts Valley

General Plan




Archaeological Sensitivity Zones

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LEGEND

-  Riparian Woodland
-  Ponderosa Pine Community
-  Endangered Species (General Location)
- TPZ** Timber Production Zone

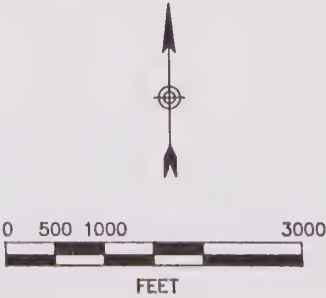
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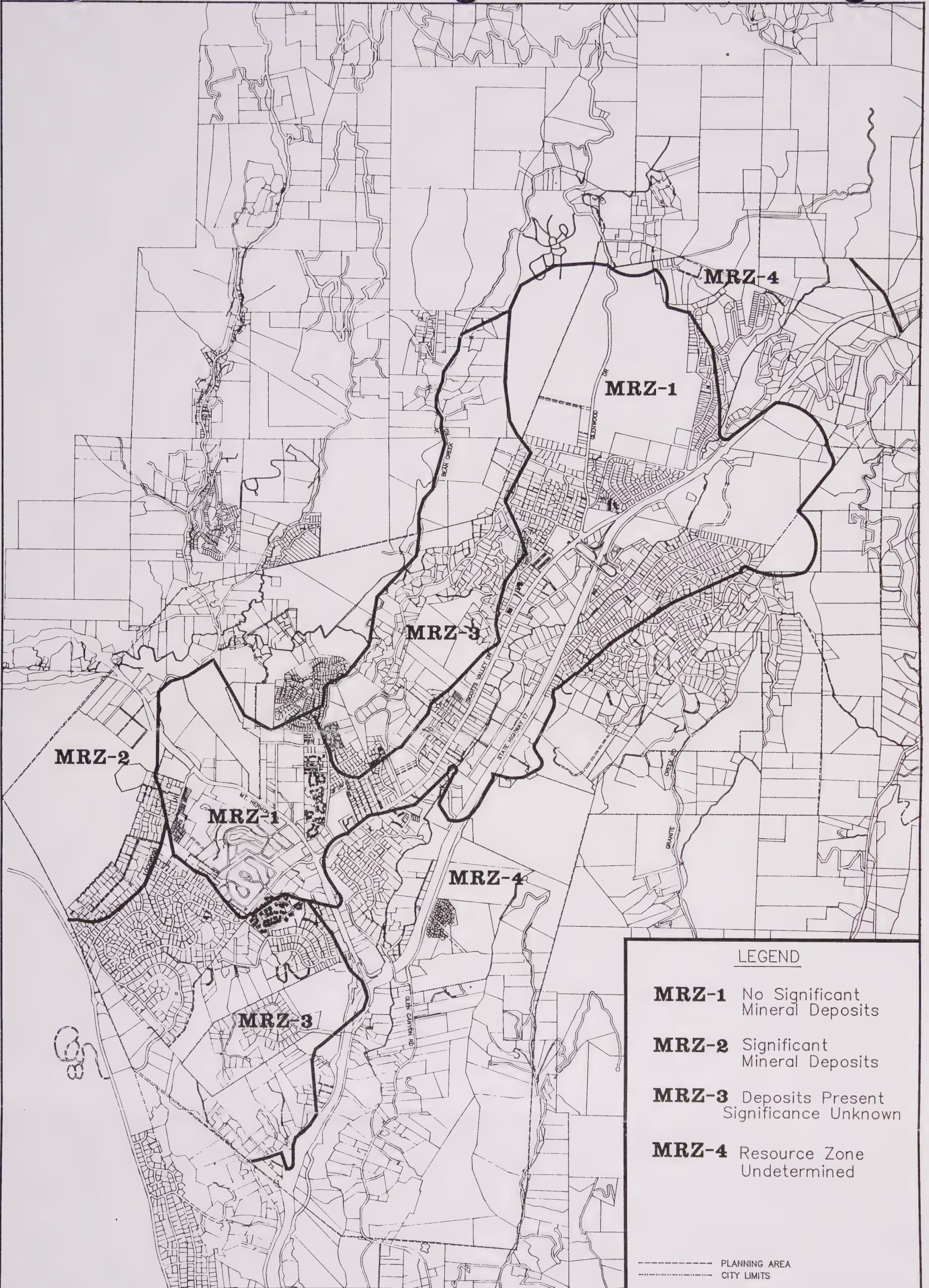
Figure:
 OS-3

City of Scotts Valley General Plan

Plant and Wildlife Habitats

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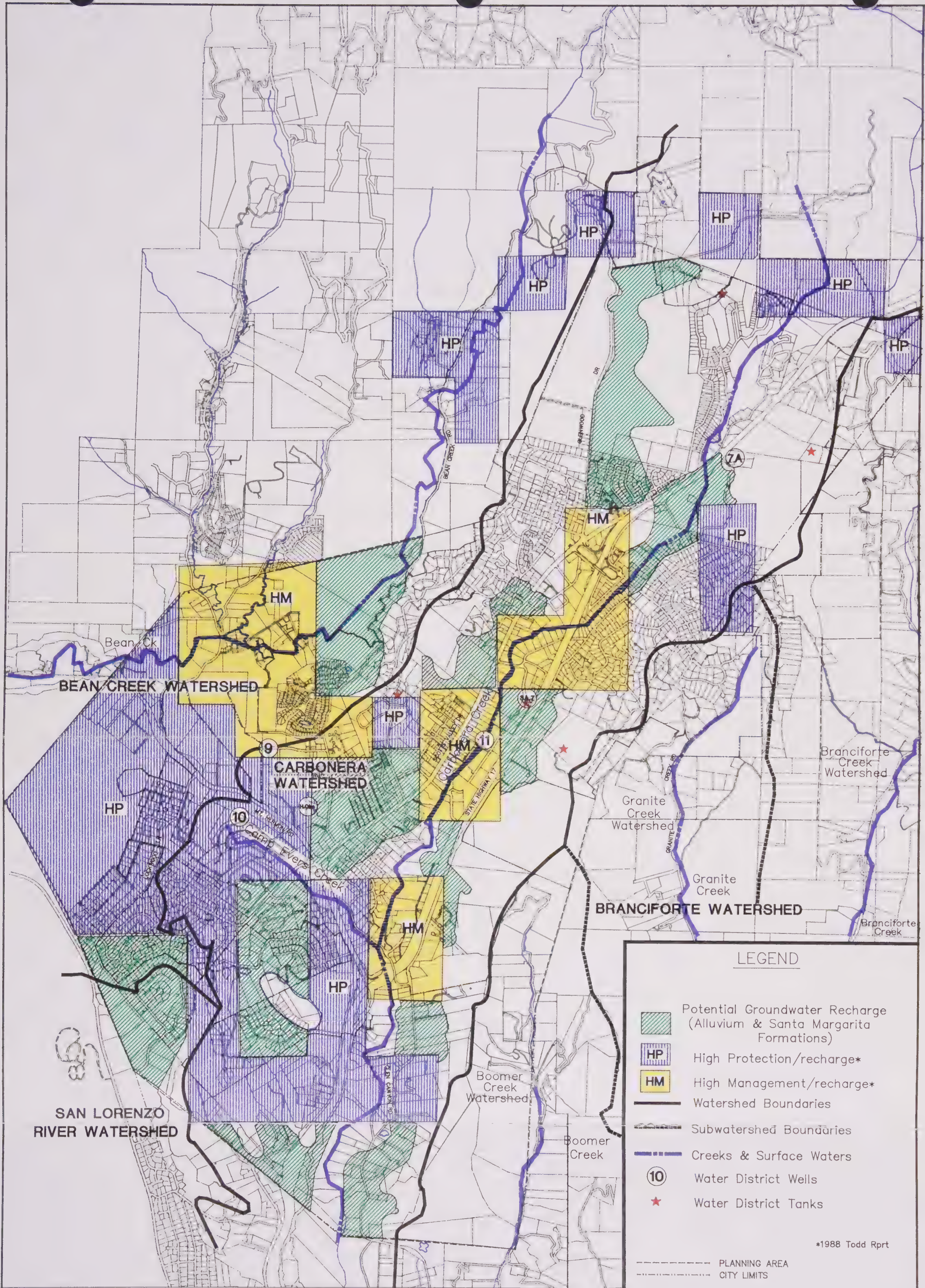


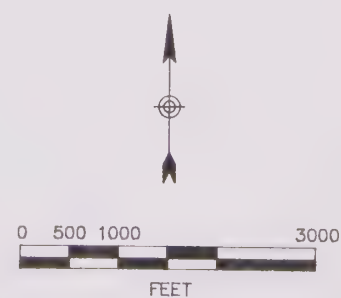
Figure:
OS-5

City of Scotts Valley General Plan

Hydrological Resources

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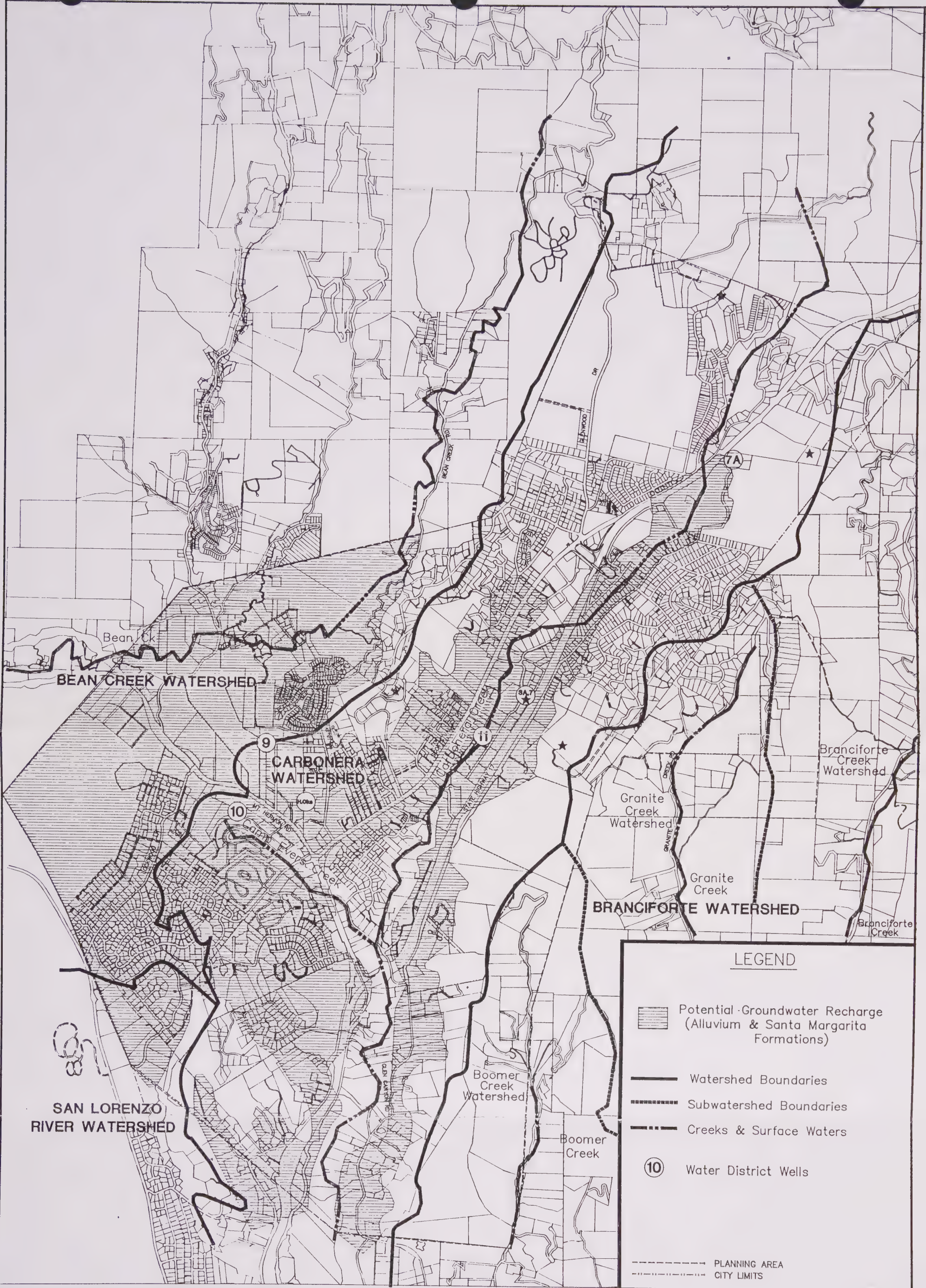


Figure:
OS-5.1

City of Scotts Valley
General Plan

Hydrological Resources

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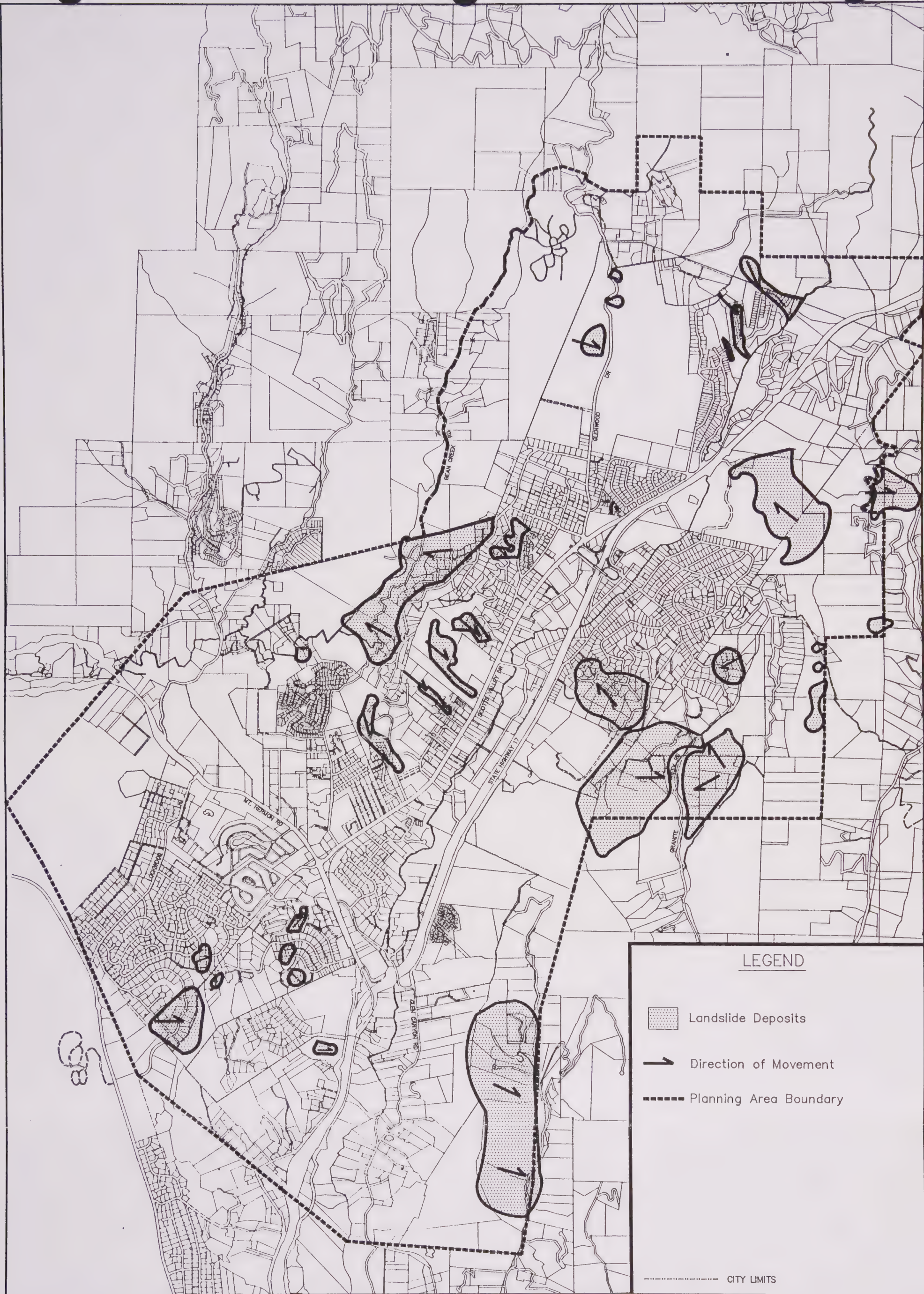


Figure:
OS-6

City of Scotts Valley
General Plan
Landslide Deposits

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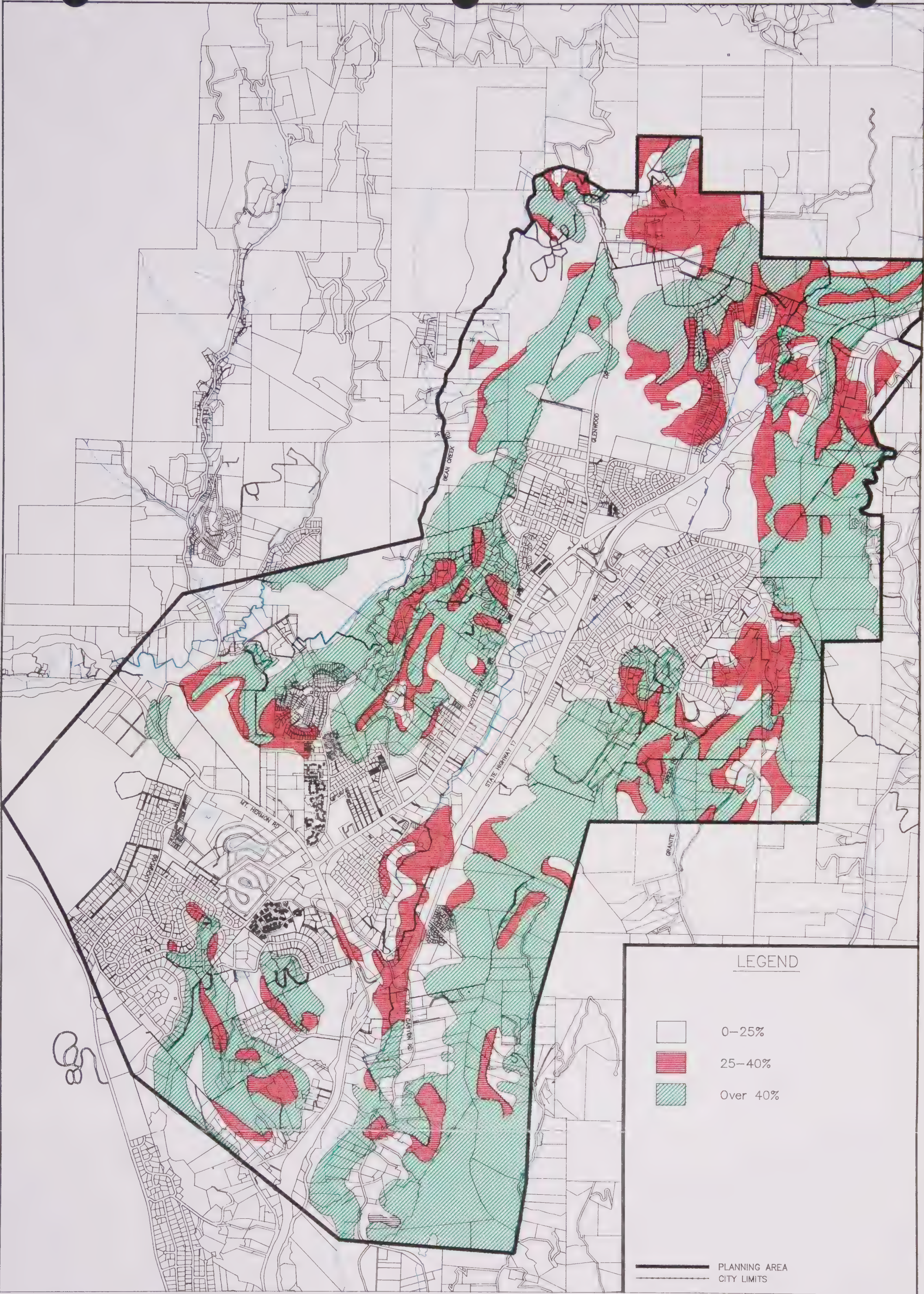
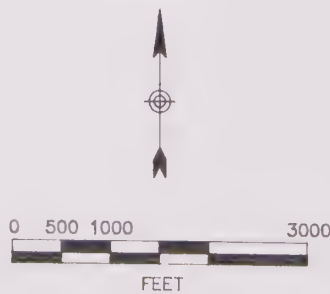


Figure:
OS-7

City of Scotts Valley
General Plan
Slopes

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CHAPTER V

NOISE

Abstract

The noise element of the General Plan for the City of Scotts Valley has been prepared in compliance with California Government Code Section 5302 (f) to control and abate environmental noise and to protect citizens from excessive noise exposure.

Noise Pollution

Noise is a major factor that affects the quality of life. Local noise levels are a cumulative result of individual noise sources. Some of these sources are labor saving devices used by home owners and residents of Scotts valley. Other sources are surface vehicular traffic and occasional aircraft fly-overs. Surface vehicular traffic is the single most significant source that affects the ambient noise levels at different locations in Scotts valley.

Noise sources which exceed the ambient noise levels but are generally tolerated are police, fire, and other emergency vehicle sirens. Another major source of tolerated excessive noise levels are lawn mowers and other labor saving devices commonly used to maintain or beautify neighborhoods. Table 1 below lists various noise levels in A-weighted decibels (dBA), which compares different noise sources.

Recommended by Planning Commission to Council July 29, 1993
Accepted by City Council October 20, 1993

TABLE 1

Noise Level (dBA)	Outdoor Noise Sources	Indoor Noise Sources	Loudness Relative to 70 dBA
140-----	Gunshot at source		
130-----	-----64 times		
	Military jet aircraft takeoff at 50' 130 dBA Threshold of discomfort 120+/- 5 dBA	Heavy duty cutting torch Auto body shop noise levels up to 120 dBA	
120-----	-----32 times		
	Commercial jet aircraft take off at 200' 120 dBA	Some rock and roll bands 108-114 dBA	
110-----	-----16 times		
	Commercial jet aircraft at 1,000' 103 dBA; Helicopter at 100' 100 dBA	Auto body air grinder 20' 100-108 dBA	
100-----	-----8 times		
	Illegal motorcycle at 25' 95 dBA, Vehicle code violation, passby noise	Newspaper presses 95-100 dBA Dance floor rock music 90-97 dBA	
90-----	-----4 times		
	Diesel truck 40-50 mph 50' 82-92 dBA; Diesel locomotive 45 mph at 100' 83 dBA	Food blender 88 dBA; Milling machine 85 dBA; Garbage disposal 80 dBA	
80-----	-----2 times		
	Excessive urban noise 80 dBA i.e., traffic noise 50' 76+/- 6 dBA	Recorded music 76 dBA; vacuum cleaner 73-78 dBA	
70-----	-----0-		
	NC Air-conditioning unit at 100' 60-65 dBA; Waste water treatment plant 60-65 dBA	Dishwasher rinse at 110' 60 dBA; at 50' 67 dBA	
60-----	-----1/2 times		
	Large transformers at 100' 50 dBA	Open office 55 dBA; Hotel lobby 60 dBA; PC computer 52 dBA	
50-----	-----1/4 times		
	Quietest bird calls 44 dBA Typical quiet urban noise level is about 40 dBA	Private office without occupants 45 dBA maximum	
40-----	-----1/8 times		
	Below outdoor noise levels (some places in Scotts Valley as low as 35 dBA)	Hospital room, no occupants 30-40 dBA	
30-----	-----1/16 times		
	Below outdoor noise levels	Architectural design value for private bedrooms 25 dBA	
20-----	-----1/32 times		

Noise Source Identification

Vehicular traffic along Highway 17, Mt. Hermon Road and Scotts Valley Drive is the single most significant source of noise in the City of Scotts Valley. Noise levels from these roadways are shown on the noise contour map, a compilation of both noise measurements and use of the Federal Highway Administration Highway Traffic Noise model, A Guide for Traffic Engineers.

Approximately 60,000 daily auto and truck trips occur on Highway 17. Some of these vehicles may generate from 90 to 95 dBA along and adjacent to the highway. Acceleration and brake noise intensify the noise problem from highway 17.

Truck traffic, especially quarry trucks, and buses along Mt. Hermon Road and Scotts Valley Drive, contribute to the noise levels on these two major arterials. The concentration of retail centers along Mt. Hermon Road and major employers which take access from Scotts Valley Drive generate sufficient automobile traffic to further increase the ambient noise levels in the surrounding neighborhoods.

Non-surface traffic noise sources in the commercial and industrial zones include heating, ventilation and air conditioning units for the buildings, delivery and garbage trucks which service the businesses, and various industrial processes or machine operations.

Currently, the lowest ambient background noise levels in Scotts Valley is about 40 dBA, occurring between midnight and four in the morning. The highest ambient background noise level is currently 73 dBA, occurring about eleven feet from the edge of Mt. Hermon Road near Glen Canyon Road at noon during an average week day.

Noise sources in the residential neighborhoods may include noisy vehicles, pool equipment and air conditioning systems, noisy leaf blowers, lawn mowers, barking dogs and other similar one-time noise events which can disturb the residential environment. Outdoor recreation areas such as parks and playgrounds are also potential sources.

There are no railways and no regular aircraft fly-overs that fall into the category of problems with respect to noise for Scotts Valley. Intermittent aircraft fly-overs, typically single engine aircraft or CDF helicopters create short-term disturbances.

Dissimilar land use is another source of noise problems. Where residential areas are near commercial areas, the complaints have been registered against loading dock noise, trucks cleaning businesses, and garbage trucks operating in the early morning hours. The gunfire from the Sportsman Club gun range at Lodato Park is also a source of noise throughout adjacent residential areas, as well as residential areas across the highway.

Effect of Noise on Quality of Life/Acceptable Noise Levels

Excessive noise can affect the psychological and physical well being of persons and may influence the social and economic well being of a community. A-weighted sound pressure levels in decibels is used to quantify the local noise levels and correlate human response to noise.

The US Environmental Protection Agency (EPA) has completed a study that demonstrate that noise in excess of seventy A-weighted decibels (70 dBA) may be damaging to one's hearing. The US Occupational Safety and Health Administration (OSHA) has set a workplace noise level of eighty-five A-weighted decibels (85 dBA) as the level at which a person may not spend more than sixteen hours per day and at which the manager must implement a hearing conservation program at the workplace. Workplace noise levels above 90 dBA require an engineering plan to be submitted to OSHA or CAL-OSHA to reduce such excessive noise levels. Therefore, it is clear that community noise reduction to well below seventy A-weighted decibels (70 dBA) is a desirable goal.

The Uniform Building Code and the noise level codes for the interior of new residential developments with all of the windows and doors closed limits the annual average day-night noise level at forty-five A-weighted decibels ($L_{dn} \leq 45$ dBA) without people present. Empty private offices where quiet concentration is necessary should also be below this level. Open offices like reception areas, computer rooms and open space engineering offices can reach levels as high as fifty-five A-weighted decibels (55 dBA).

Noise sensitive land uses are typically given special attention to achieve protection from excessive noise. Noise sensitive land uses include hospitals, churches, libraries, schools, and retirement homes. Table 2 lists some of the sensitive land uses in Scotts Valley.

Table 2

Noise Sensitive Land Uses

<u>Location</u>	<u>Land Use</u>
Scotts Valley Drive/Bean Creek Road	Middle School
Vine Hill School Road	Elementary School
Granite Creek Road	Baymonte Christian School
Lockewood Lane	Senior Congregate Care Facility

In addition to sensitive land uses, other proposed uses should be evaluated for possible noise impacts on existing adjacent uses. Table 3 lists acceptable noise increase levels typically deemed acceptable based on the existing adjacent use.

Table 3

Noise Increase Standards

Proposed New Use/Location of dBA Reading	Maximum Noise Increase in dBA adjacent to Existing:			
	<u>Sensitive</u>	<u>Residential</u>	<u>Commercial</u>	<u>Industrial</u>
Sensitive				
at Property Line	3	5	5	5
50' from PL	3	3	--	--
Residential				
at Property Line	3	5	5	5
50' from PL	3	3	--	--
Commercial				
at Property Line	3	5	5	5
at fifty feet	3	3	--	--
Industrial				
at Property Line	3	5	5	7
at fifty feet	3	3	--	--

Mitigation of Existing and Foreseeable Noise Levels

Scotts Valley should strive to ensure a compatible noise environment for all existing and future land uses. Urban noise levels can be reduced or increases avoided if existing and projected noise level conditions are considered when assigning land uses to specific parcels.

One method to ensure compatible noise environment in a community is through a noise ordinance. An ordinance would set standards for all new uses and structures. The ordinance could also address existing uses that generate excessive noise and require corrective action by the owner or operator of the use. Acoustical analysis and engineering may be required for new uses or for modifying an existing use.

Surface traffic is the largest contributor to the local ambient noise levels in Scotts Valley and one of the most difficult noise level sources to control. Speed limits and vehicle code enforcement are the two most effective methods available for this control. A new inter-modal transportation center located on Mt. Hermon Road may reduce transportation noise levels if it significantly reduces the number of vehicle trips per day on any or all other major traffic arterials in the city.

In order to mitigate adverse noise level impacts, new proposed developments and land uses should be examined for compatibility with adjacent land uses. Redesignation of land uses under the general plan land use plan should include appropriate noise level mitigation measures.

NOISE

NG-422 GOAL
TO PROVIDE AN ENVIRONMENT FREE FROM ANNOYING AND/OR
HARMFUL NOISE.

NO-423 Objective
Reduce the noise impact from traffic on major
streets and highways.

NP-424 Policy
Where consistent with other goals and
policies, improve transportation facilities
and reduce traffic volumes on streets in an
effort to maintain or reduce ambient noise
levels.

NA-425 Actions
The City shall promote mass transit
systems and car pooling, bicycling, and
walking through adoption of a trip
reduction ordinance.

NA-426 The City shall support a new mid-town
interchange on Highway 17 to reduce the
Granite Creek and Mt. Hermon future
traffic, thereby maintaining or reducing
the future traffic noise levels.

NP-427 Policy
The City should work with the California
Department of Transportation (CALTRANS) to
mitigate the effects of existing and future
highway noise.

NA-428 Actions
The City shall request that CALTRANS
install noise attenuation barriers
along the easterly side of Highway 17
south of Granite Creek Road parallel to
South Navarra Drive and Meadow Way to
protect the residential neighborhood.
The noise attenuation barriers should be
multiple rows of dense conifers,
phasing, or other methods more
aesthetically compatible with Scotts
Valley than sound walls. If sound walls
are required to achieve the desired
attenuation, the walls should be
screened with landscaping.

- NA-429 Support State legislation for noise abatement design measures in all State highway projects within the Planning area.
- Objective
- NO-430 Reduce the noise generated by transportation of goods on city streets.
- Policy
- NP-431 The City shall attempt to reduce the noise levels generated by commercial vehicles along Mt. Hermon Road and Scotts Valley Drive.
- Actions
- NA-432 The City should develop rules regulating the use of air horns and jake-brakes on trucks to reduce the noise generated by them.
- NA-433 The City should develop rules regulating diesel truck-trailer transports on Scotts Valley Drive and Mt. Hermon Road during late evening, early morning, and night time hours or on Sundays.
- NA-434 The city should develop rules regulating all truck or trailer delivery times in all zone districts and to all construction sites during late evening, early morning, and night time hours or on Sundays and holidays.
- Policy
- NP-435 The City will use state and local legislation to attempt to reduce the traffic noise levels along Mt. Hermon Road, Scotts Valley Drive and Highway 17.
- Actions
- NA-436 The City will enforce existing speed limits, lowering them to reduce the noise levels where such benefits can be realized and remain consistent with other city goals and policies.
- NA-437 The City will support State of California legislation governing noise emissions from vehicles.
- NA-438 The City will enforce noise emission standards imposed by the State of California vehicle code.

NP-439

Policy

The City should include noise abatement design measures in all street and roadway improvement projects.

NA-440

Action

The City Public Works Department shall review all roadway improvement plans within the City limits to ensure incorporation of noise abatement measures. New street layout and redesigned street projects should be assessed for noise impacts, especially on neighboring noise sensitive land uses.

NO-441

Objective

Promote new land uses which have noise generation/sensitivity characteristics that are compatible with neighboring land uses, based on the day-night average A-weighted noise levels.

NP-442

Policy

New developments which may increase the day-night noise level by more than the levels shown in Table 3 shall be approved only when proper noise attenuation design measures have been incorporated to the City's satisfaction.

NA-443

Actions

The City shall adopt a comprehensive noise ordinance which implements the noise policies of this General Plan. The noise ordinance will contain land use compatibility noise standards and will prescribe methods for meeting those standards.

NA-444

New Developments that are considered noise sensitive shall not be located in proximity to existing noise generating uses where the existing noise level is considered incompatible with the proposed new sensitive use.

NP-445

Policy

New developments shall include measures to minimize increases in local ambient noise levels.

Actions

NA-446

New developments shall not be approved which may increase the noise levels more than those increases specified in table 3 of this General Plan Element.

NA-447

Commercial and industrial noise level performance standards shall be retained in the zoning ordinance to restrict noise level increases and hours of operation.

NA-448

Through the environmental review process, identify and require noise level mitigation of potentially significant noise impacts. Deny new developments which cannot mitigate significant adverse noise level impacts on neighboring land uses.

NA-449

The City shall strive to meet the local noise levels by careful permit review for noise increase in the case of new commercial or industrial.

NA-450

The City may require an acoustical engineering analysis to show that the new commercial or industrial planned use will not increase the local ambient noise levels by more than the values set forth in the noise element of the General Plan.

Policy

NP-451

New developments shall include noise attenuation measures to reduce the effects of existing noise to an acceptable level.

Actions

NA-452

In areas where the annual day-night noise level exceeds 60 dBA, the City shall require an acoustical engineering study for proposed new construction or renovation of structure(s). Each acoustical analysis should recommend methods to reduce the interior day-night annual average noise levels to below 45 dBA for private dwellings, motels, hotels, offices and noise sensitive uses.

NA-453 The City shall adopt a comprehensive noise ordinance which implements the noise policies of this General Plan. This noise ordinance will contain land use compatibility noise standards and will prescribe methods for meeting those standards.

NA-454 Exterior noise levels measured at the property line of proposed new residential developments shall be limited at or below an average annual day-night level of 60 dBA.

Policy

NP-455 The City planning and building department shall ensure noise attenuation techniques are constructed in new development projects.

Actions

NA-456 The City building inspector will ensure that all design specifications relevant to a project's acoustical design for noise level reduction are completed as approved prior to final approval of any project.

NA-457 New residential development should not be allowed in regions where the annual day-night noise level exceeds 75 dBA.

NA-458 Hotel, motel and professional office construction or renovation plans must include design techniques to ensure that noise is attenuated to 45 decibel or better between adjacent private rooms.

Objective

NO-459 Reduce existing noise pollution sources.

Policy

NP-460 The City shall identify and minimize or eliminate existing noise pollution source.

Actions

NA-461 Outdoor recreation areas, especially in residential neighborhoods, should incorporate noise attenuation barriers, such as multiple rows of dense conifers, if the day-night noise levels exceed 60 dBA.

NA-462

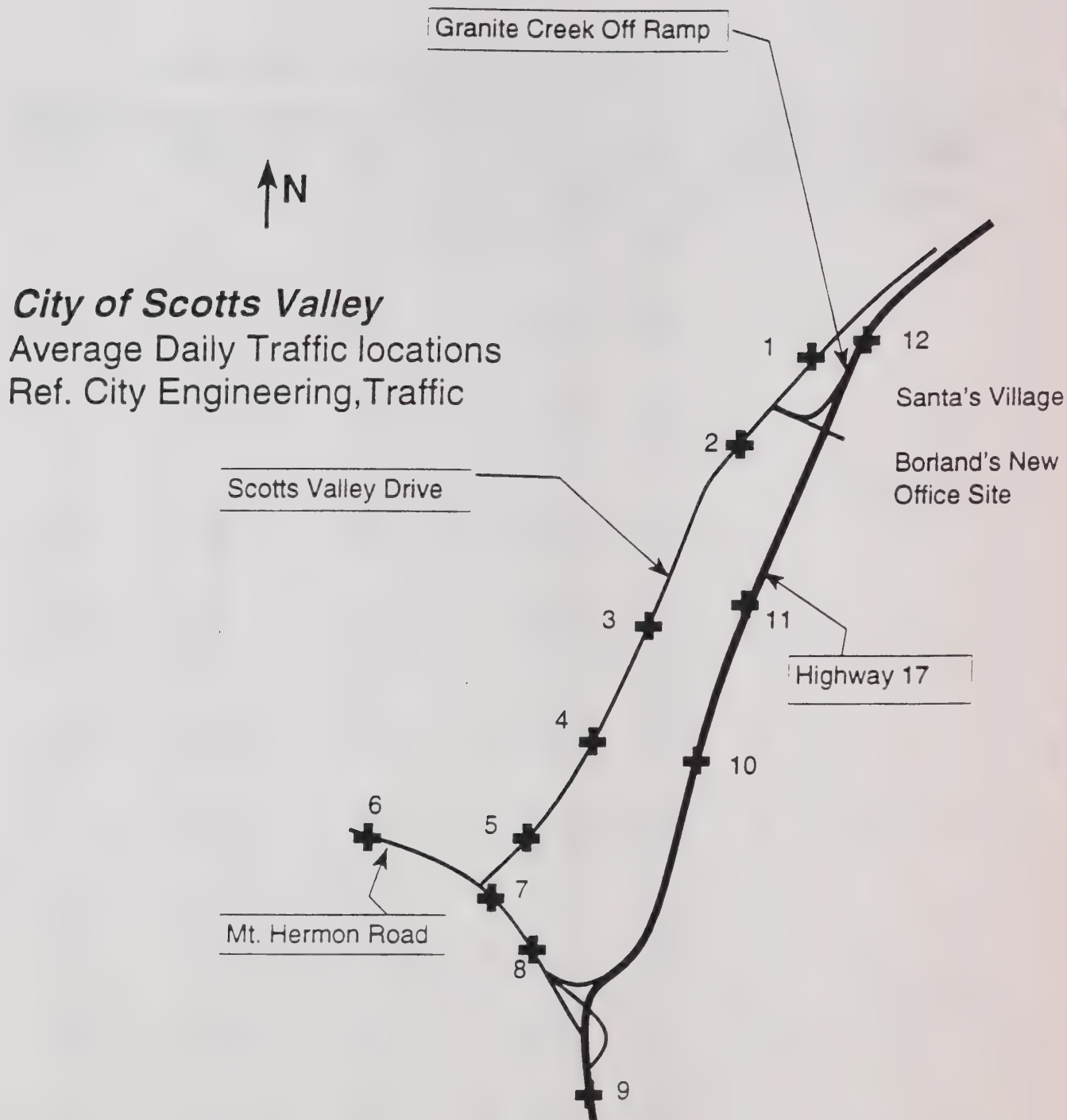
The City shall require the Sportsman's Club to reduce its ambient noise levels to legal limits at the property line of the gun range or abandon the firing range at Lodato Park at the end of its lease.

NOISE LEVEL READINGS & PROJECTIONS (AVERAGE CASE)

1992 - 2010

LOCATION	SITE	YEAR	ADT	Distance in Feet from Edge of Roadway		
				60 dBA	65 dBA	70 dBA
Mt Hermon Rd	8	1992	34,200	185	62	4
	8	2003	32,600*	195	67	6
	8	2010	32,886	188	64	8
	7	1992	34,300	195	67	9
	7	2003	32,100*	184	62	6
	7	2010	32,101	185	62	7
	6	1992	28,238	165	54	4
	6	2003	34,349	194	67	9
	6	2010	40,543	225	80	15
	5	1992	20,265	164	58	17
	5	2003	31,788	233	86	30
	5	2010	41,230	286	94	39
S.V. Drive	4	1992	20,708	167	59	18
	4	2003	35,580	251	98	34
	4	2010	47,906	318	127	45
	3	1992	10,500	92	31	4
	3	2003	15,872	134	47	12
	3	2010	19,663	158	57	16
	2	1992	12,400	107	37	7
	2	2003	15,900	151	47	7
	2	2010	18,350	149	54	15
	1	1992	4,800	45	11	--
	1	2003	5,500	51	14	--
	1	2010	5,990	55	16	--
	9	1992	61,000	598	244	86
	9	2003	79,802	735	301	110
	9	2010	92,964	825	344	129
	10	1992	54,000	552	220	75
	10	2003	66,348	645	262	93
	10	2010	70,288	672	274	99
Highway 17	11	1992	54,000	552	220	75
	11	2003	70,645	675	275	118
	11	2010	72,840	687	280	102
	12	1992	51,000	524	208	69
	12	2003	66,770	646	260	94
	12	2010	67,146	652	262	93

*decrease due to proposed midtown interchange



c:\text\gp-mstr\gen-pln updated per 6/20/95 City Council meeting

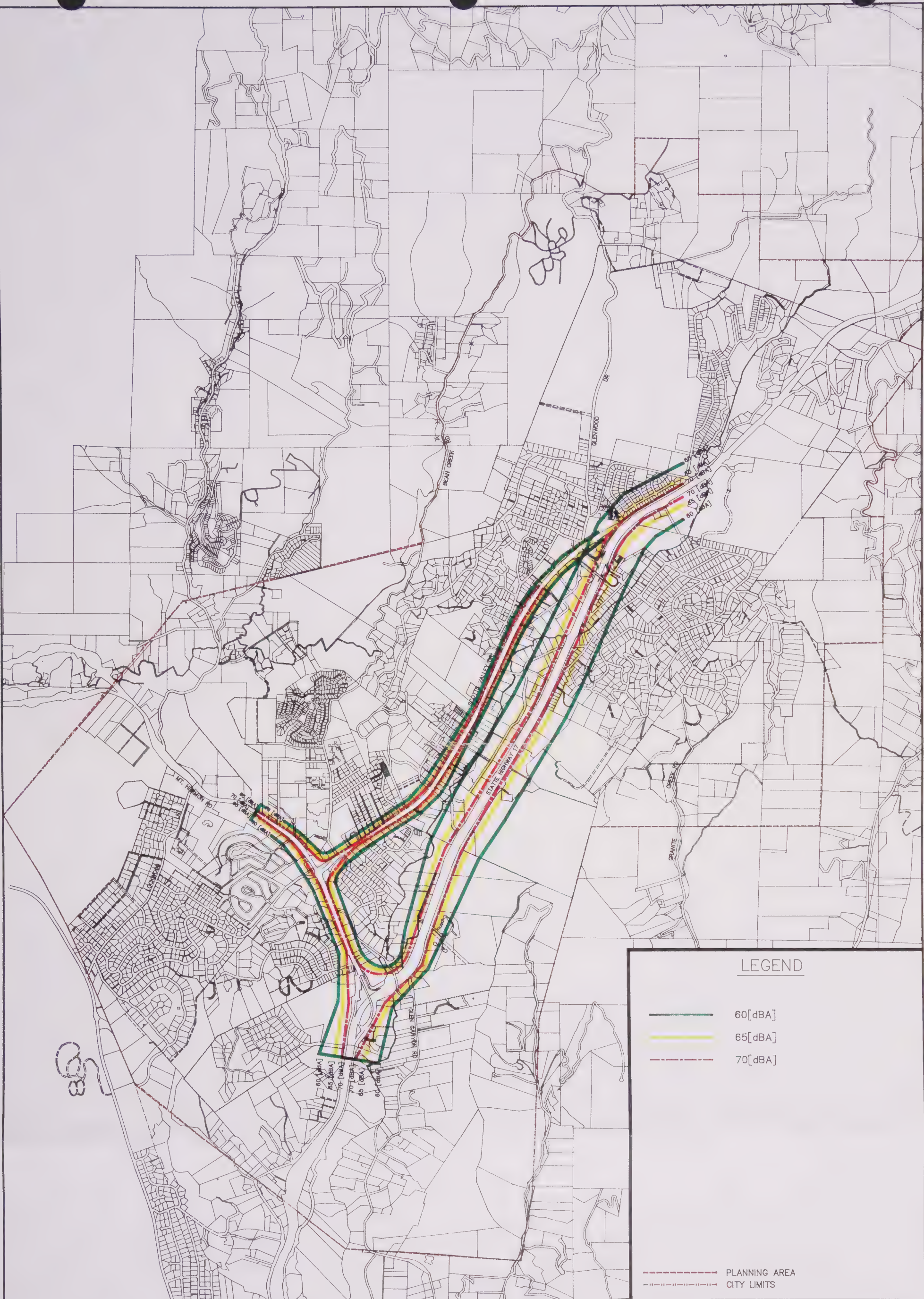


Figure:
N-1

City of Scotts Valley
General Plan

Existing Noise Contours

DISCLAIMER
THIS MAP WAS DEVELOPED PRIMARILY FOR THE GENERAL PLAN.
THE CITY IS NEITHER LIABLE NOR RESPONSIBLE FOR USE OF THIS
MAP BEYOND ITS INTENDED PURPOSES.

CHAPTER VI

S A F E T Y

The purpose of the Safety Element of the General Plan is to reduce death, injuries, property damage, and the economic and social dislocation resulting from natural hazards. These hazards include fire, flooding, geologic, seismic, and hazardous materials spills. The element also discusses the City's emergency preparedness plan to provide for the safety of the community in the event of one of these emergencies. The Safety Element of the General Plan is intended to comply with the requirements of state law.

Recommended by Task Force May 14, 1992
Recommended by Planning Commission to Council May 28, 1992
Accepted by City Council June 17, 1992

SAFETY

The safety element is tied to the land use, public service and facilities and circulation elements of the General Plan. Land use policies, standards and designations must be critically reviewed and when necessary, land use restricted based on safety issues. The public services and facilities element focuses on maintaining a high level of fire, police and other public services to protect the physical environment, as well as the residents, against the natural hazards of the planning area. The circulation element must incorporate evacuation routes and street standards that permit the residents, as well as emergency vehicles, to continue to move throughout the area in times of natural disasters.

Fire Hazards

Any fire, regardless of size or location, poses a threat to life and property until it is contained or controlled. It must be recognized that all fires are hazardous and fire prevention and safety measures must be incorporated into all land use planning decisions.

Fire hazards are generally categorized into two main types: 1) fires within undeveloped areas, commonly called wildland fires; and 2) fires within urban areas which primarily involve specific sites and structures.

California experiences large wildland fires almost every year. The factors contributing to fires - highly flammable brush, rugged terrain, long arid summers, dry northeast winds, and an expanding population - are all typical characteristics of Scotts Valley. In addition to wildland fires, Scotts Valley experiences fires from structural, vehicular, utility, and other sources as well.

Fires in the Scotts Valley Planning Area tend to be structural in nature year-round, and wildland in nature during the summer.

Fire Protection Problems

Various land uses require minimum water flows for adequate fire protection (see Table S-1). Fire hydrant capacities within the Scotts Valley Planning Area present some fire protection problems for the Fire District in meeting these flows. Hydrant capacities range from 1,000 gpm (in 60% of the District), 500-1,000 gpm (30%) to 0-500 gpm (10%). Service is especially limited in the higher elevations. The vast majority of the valley floor, however, has flows in excess of 2,000 gpm with storage of 2.8 million gallons. Thus, all the commercial and industrial areas of Scotts Valley are more than adequately protected. Areas around Lockhart Gulch-Nelson Road, Bean Creek Road and Manana Woods presently have water supply and pressure problems.

Table S-1

<u>Land Use Category</u>	<u>Density/Height</u>	<u>Minimum Flow Requirements*</u>	<u>Duration of Flow</u>
Mountain Residential	1 to 20 acre parcels with further land division possible.	4,000 gallon water tank or mutual water system to flow 200-500 GPM.	N/A
Rural Residential	Single family dwelling (1 dwelling unit per 2.5 acres).	500 GPM	1 hr
Estate Residential	Single family dwelling (1 dwelling unit per acre).	500 GPM	1 hr
Low Density Residential	Single family dwelling (3 or more dwelling units per acre).	1,000 GPM	2 hrs
Multiple Residential & Professional Commercial	Single story in height.	1,500 GPM	2 hrs
Multiple Residential Service Commercial & Light Industrial	One and two-story.	2,000 GPM	3 hrs
Multiple Residential Shopping Center Commercial & Heavy Industrial	Three stories or higher.	3,000 GPM	3 hrs

*Specific minimum requirements set in the Uniform Fire Code.

The flows set forth are to be calculated on the basis of a residual pressure of 20 psi in the distribution system under flowing conditions. Flow requirements exceeding 750 GPM may be taken as an area flow from two successive hydrants, but in no case shall any one hydrant flow less than 500 GPM.

As a result, the insurance rating for the incorporated areas in Scotts Valley is 5, and in the unincorporated areas is 8, with 1 being the best and 10 the worst.

Other problems regarding provision of fire service involve restrictions due to road widths and structural obstructions. Problem areas are located around the Granite Creek-Southwood Drive "Ridge", Cadillac Drive, Bean Creek Road and Lockhart Gulch-Nelson Road. The Scotts Valley Fire District has a minimum road width requirement of 24 foot streets with no parking on either side, 28 feet with parking on one side, and 36 feet with parking on both sides. The minimum cul-de-sac radius permitted is 35 feet. Another critical roadway problem is long dead-end streets with no emergency outlets. This physical restriction presents a severe safety hazard. Figure S-1 identifies major fire protection problem areas.

Flood Hazards

The Scotts Valley planning area is subject to flood hazards resulting from heavy rainfall, causing the overflow of stream courses.

Scotts Valley is principally drained by Carbonera Creek, which begins 1.3 miles north of the City limits. The creek runs through the City parallel to Highway 17, and eventually joins Branciforte Creek in the City of Santa Cruz. The creek has two main tributaries in Scotts Valley: Camp Evers Creek runs south of Mt. Hermon Road; West Branch Creek runs east of Glenwood Drive. All three creeks have been altered by road development, bridges and culverts.

The most recent recorded storm damage occurred in January 1982. Carbonera Creek and Camp Evers Creek both experienced significant bank erosion. Bridges were washed out on Carbonera Creek, and West Branch Creek flooded when it clogged with silt and debris.

Insufficient channel capacity to handle peak flood flows, **obstructions** (such as vegetation or structures) in the stream channel, and **poor land use practices** can increase flood potential. Runoff occurs when storms of high intensity and/or long duration exceed the soil's ability to absorb water. Runoff rate and volume is also influenced by slope and vegetative cover. The greater the slope, the less chance rainfall has to infiltrate into the soil. Infiltration potential is enhanced by vegetation which serves to reduce the velocity of raindrops striking soil surfaces. In undeveloped areas where there are fewer streets and structures, absorption levels can be excellent. In intensely developed areas where streets, parking lots, and structures cover much of the ground surface, absorption is extremely low because these materials are impermeable.

Urban development conditions contribute to erratic runoff rates and flooding in areas where there is an inadequate storm drainage system. When the capacity of storm drains is exceeded, flooding occurs. Development in these flood-prone areas increases hazards to life and property.

Scotts Valley revised the **Storm Drainage Master Plan** in December 1989. The plan recognized both natural flood hazards and an increased need for adequately sized drainage facilities. Both in-stream and off-stream drainage facilities were identified, costed and prioritized for both private and public properties.

In addition to flood control improvements, the **Federal Flood Insurance Program** makes flood insurance available to residents and businesses in flood hazard areas after the hazards of flooding are estimated. Insurance rates vary according to the expected severity of the hazard. In order to participate in the program, however, a community must regulate development in the hazard area so as not to increase the hazard. The City regulates flood hazards by requiring the floor elevation of new development to be at least 1.0 foot above the 100-year flood height and preventing development which may cause floodwaters to flow at hazardous velocities (for instance, by narrowing the channel). The 100-year flood hazard area was mapped by FEMA on Flood Insurance Rate Maps in 1983. These maps are available in the Public Works and Planning departments and are used to indicate the necessity for special review prior to project approval.

Geologic Setting

The Scotts Valley planning area is relatively close to four major fault zones. These fault zones are the **San Andreas Fault Zone**, located approximately five miles to the northeast of the Planning Area, the **Zayante Fault Zone**, located to the north within 1.5 miles of the planning area; the **Butano Fault Zone**, located approximately four miles to the north; and the **Ben Lomond Fault Zone**, approximately one mile to the southeast. Based upon the major historic earthquakes which have occurred along these faults, each is considered active or potentially active, except the Ben Lomond Fault for which insufficient data exists to determine its activity. A relatively short fault (1.5 miles), the **Bean Creek Fault** is located along the lower portion of Bean Creek between Mt. Hermon Conference Center and the Scotts Valley planning area. There is insufficient data to classify its activity.

Both the Zayante Fault and Butano Fault are considered potentially active and capable of producing major earthquakes of magnitude 7.4 and 6.4 on the Richter Scale, respectively. Both faults exhibit evidence of activity and are tied into the San Andreas Fault system.

The Ben Lomond Fault, according to the County Seismic Safety Element, shows evidence of activity during recent geological history, but it is unclear what potential seismic safety hazards this fault could create. Since science has not yet developed a reliable system for earthquake forecasting, we must assume that some earthquake activity can be expected in the future from these active or potentially active faults.

Nature of Seismic Hazards

Seismic hazards can be divided into five basic categories: faulting or ground rupture, ground shaking, liquefaction, seismic slope failure, and seismically induced water waves (tidal waves). **Faulting and ground rupture** occur when one side of a fault moves during an earthquake horizontally or vertically in relation to the earth on the other side. The earth's surface may also rupture but that does not happen every time a fault moves. Structures placed over a fault stand a high possibility of failure should faulting and ground rupture occur. There is no indication that surface rupture is a hazard in the planning area because no faults are known to traverse it.

The second category of seismic hazard is **ground shaking**. Ground shaking is vibration of the ground caused by earthquakes and often results in damage to structures. The extent of damage depends on: characteristics of underlying soils and rocks, design and configuration of the structure, quality of materials and workmanship used in construction, location of epicenter and magnitude of the earthquake, and duration and character of the ground motion. Damage to structures due to ground shaking may occur if tall, multi-story buildings are located on deep saturated soils and if the periods of vibration of the structures and the ground are similar. Potential for damage to buildings is generally minimized for well constructed, single-story wood-frame buildings. Of all the hazards associated with major earthquakes, **ground shaking** will have the most pervasive impact in the planning area. Alluvium is highly responsive to ground shaking. Much of the present development along Scotts Valley Drive and Mt. Hermon Road is located on alluvium and therefore will be subject to strong shaking during a major earthquake. Shaking often will trigger landslides, particularly on slopes of 15% or greater. Maps of ground shaking hazards in the planning area are unavailable.

Ground shaking may cause **liquefaction** of recent alluvial and terrace deposits. Liquefaction occurs when non-cohesive surface or subsurface materials are saturated and become liquid-like under the influence of ground shaking. This may result in ground failure. The longer the shaking, the greater the potential for ground failure.

The alluvial deposits of the planning area have a moderately low potential for liquefaction except for younger alluvium found predominately along creeks and other water courses; these have a moderate potential for liquefaction. Figure S-3 shows the distribution of liquefaction hazards at the best level of detail available for the planning area.

Seismic Slope failure is the third category of seismic hazard and includes earthquake caused slope failure, landslide and liquefaction. The severity of this hazard depends on the duration and intensity of shaking, location and magnitude of the quake, and the characteristics and condition of the ground at the time. The longer the shaking, the greater the potential for ground failure. Lurch cracking and lateral spreading are other types of slope failure. Lateral spreading occurs along creek banks or the open side of fill embankments. Slope failure and **landslides** due to earthquakes involve the movement of rock, soil, mud and debris. They range from minor slides to major landslide involving millions of cubic yards. Steep slopes found in the City favor such mass movements. Landslides may occur as an effect of nearby moderate to major earthquake. Figure S-4 shows areas of known or suspected landslides as mapped by the United States Geological Survey from aerial photographs. A more detailed landslide hazard map has not been prepared for the planning area. Because this information is general, site specific studies must be made to identify landslide hazards that may exist at any one location. Down slope movement may be rapid or so slow that a change of position can be noted only over a period of weeks or years. A landslide can range from several square feet to several square miles in area. Damage to structures can range from slight to total destruction.

Conditions that contribute to landslide occurrence in the planning area include: loose and weakly consolidated soils or rock; steep slopes; amount, intensity, and volume of rainfall; poor drainage and erosion. Humans often contribute to slope instability by inappropriate or poorly engineered grading, removal of vegetation, and alteration of surface and subsurface water conditions. In some situations, septic tanks and landscape watering can increase the landslide potential by saturating slopes. As previously indicated, seismic shaking can also trigger landslides.

Hazards due to **erosion** are difficult to separate from flooding and landsliding hazards. In some cases, erosion is a result of flood and landslide conditions; in others, prolonged erosion can cause rapid water runoff and landsliding. Erosion is a natural process caused by wind, water and gravitational forces. This process generally creates two problems--removal of soil from one site and its subsequent deposit in another.

Deposits of eroded material can affect flood plains, cause sedimentation of rivers, lakes, reservoirs, and may clog drainage structures. Activities which expose soils to the erosive action of water and wind may accelerate erosion.

Reducing erosion hazards in urban areas is the responsibility of persons who modify the land surface and the city which reviews and controls development. Property owners assume the continuing responsibility of erosion control through the maintenance of landscaping and drainage systems.

The final category of seismic hazard is the **seismic sea wave**, or tsunami, which would not affect Scotts Valley.

Loma Prieta Earthquake

On October 17, 1989, the **San Andreas Fault**, the primary boundary between the North American and Pacific plates, produced an earthquake measuring 7.1 on the Richter Scale. This Loma Prieta quake and aftershocks extended along a 25-mile segment of the fault between Los Gatos and San Juan Bautista. Seismologists calculate that a portion of the Pacific plate near the hypocenter of the earthquake moved 6.2 feet to the northwest and 4.3 feet upward over the North American plate. In Scotts Valley, ten residences collapsed or were posted "no occupancy". Twelve residences were posted unsafe due to slide hazards. Approximately 500 other structures had damage, such as cracked chimneys, collapsed carports, cracked stucco or foundation, minor slides, roof or wall cracks. The Granite Creek bridge was damaged, sewer pipes sagged and cracked, sewer joints separated and streets, especially in the Whispering Pines area, cracked. The estimated cost to repair the public infrastructures was \$1,000,000. Throughout California the damage was estimated at more than \$6 billion; there were 62 deaths, 3,575 injuries, 18,306 homes damaged and 2,575 businesses damaged. The **U.S. Geologic Survey** predicts that within the next 30 years, earthquakes measuring 7 or larger will occur, each with a probability of 20-30% in three locations in Northern California. These locations are the San Francisco Peninsula segment of the San Andreas Fault and the northern and southern segments of the Hayward Fault in the East Bay. The damage will probably be greater than the Loma Prieta event because of the proximity to larger population centers.

Hazard Reduction

The best way to reduce threats to public health and safety from geologic hazards is to continue to effectively **regulate new development**. The thrust of a risk reduction program should be toward conscientious land use decision-making which considers geologic hazards.

This requires well developed geologic hazards data. The geologic hazards maps (Figures S-3 and S-4) should be updated as new information becomes available. Property owners and developers will be given the opportunity to demonstrate, through on-site investigations, whether or not the hazard potential areas on these maps should be revised to reflect data derived from more detailed studies.

A large portion of the planning area consists of sloping land with moderate to high landslide potential. The probability of landslide occurrence increases as slope increases. Most developments in areas with steep slopes require large amounts of earth movement and a high degree of cut-and-fill activity. This increases the potential for landslide problems. Detailed **engineering and geologic studies** should accompany any proposal for development within these areas. Studies should demonstrate to the satisfaction of the City that the proposal minimizes environmental impacts and risk to human life.

Special planning and safety considerations shall be made for moderate and steep slopes as shown in Figure S-5. More gentle slopes allow a greater degree of development flexibility. Engineering and geologic studies should be required for development within moderate and steep slope areas to evaluate the stability of site landforms and the site's suitability for the proposed use. The existing character of the hills should be maintained by retaining, to the greatest extent possible, the natural contour of ridges, natural drainage courses, and natural rock outcroppings. Grading should respect the natural topography, and high cut and fill slopes should be avoided. **Roads and driveways** should attempt to follow the natural contours. Provisions also should be made for siltation and erosion control and revegetation of all graded areas. Increases in water runoff quantities and velocities over natural terrain should not be permitted.

Landslide damage potential can be reduced by such alternatives as restricting development on or near identified landslide deposits, or permanently stabilizing slide masses. Landslide damage can be avoided by simply **leaving hazardous areas undeveloped**. Small landslides may be totally removed. The soil removed can be used elsewhere as compacted fill. In all cases, a first and critical step is to recognize the existence of an old slide and the potential for future slope stability problems. Potential slope stability problems can often be anticipated in areas where other landsliding has already taken place.

Hazardous Materials

Hazardous materials include certain products which are corrosive, ignitable, toxic, radioactive, flammable or explosive and reactive.

In their natural state, these materials may be solid, liquid, or gas. Actual materials regulated are defined by Health and Safety Code section 25501 as may be amended from time to time. Some materials are also defined in the Scotts Valley Hazardous Materials Ordinance and includes California Administration Code Title 22, EPA Priority Pollutants, and Flammable and Combustible materials. Teratogens, carcinogens, mutagens and other regulated materials not specifically regulated in the above will be evaluated on a case by case basis and not overlooked.

State law mandates that each city and/or county identify and register hazardous materials that are being used. The City of Scotts Valley has adopted an **ordinance** which regulates the safe storage and handling of all hazardous materials. The **Scotts Valley Fire District** administers the hazardous materials program for the city. The major safety issues involving hazardous materials can be classified into two categories: (1) fire; and (2) public exposure to toxic substances as a result of a release. Hazardous waste is managed by the Santa Cruz County Environmental Health Services Department.

A major problem with chemical fires is their secondary effects. Burning chemicals can generate toxic vapors, thereby greatly increasing the potential for adverse health effects from both the original material and its combustion product.

Releases may occur in areas where hazardous materials are being stored, handled, transported or disposed. Hazardous material releases may cause substantial environmental degradation and irreparable damage to natural resources.

Use and Storage of Hazardous Materials

Use and storage of hazardous materials is of particular concern to adjacent land uses. Hazards are created by leaks or releases which may contaminate air, soil, or water, cause explosions, and/or cause fires.

Currently there are no known hazardous materials manufactured within the City of Scotts Valley; however, hazardous waste may be generated as a result of the use of chemical materials. Hazardous materials are used by a number of **industries** within the City, and some hazardous wastes are generated as a result of some activities.

Motor fuels, waste oils, propane, and other petroleum products are frequently overlooked as constituting the largest quantity of hazardous materials stored within the City. However, other chemicals are used by a wide variety of businesses including electronic companies, cleaning establishments, and various medical and veterinary businesses. Hazardous materials in the form of household products are also used by the average consumer.

Disposal and Transportation of Hazardous Materials

Hazardous waste, which may be a by-product of the use of hazardous materials, is not re-used in the City of Scotts Valley, but is handled in a number of ways. The majority of hazardous waste produced within the city is **recycled** by state licensed facilities that treat, store, or dispose of hazardous waste. These facilities are commonly referred to as "T,S,D's". There are no T,S,D facilities located within the city. Licensed waste haulers are used to transport hazardous waste from the generator to the T,S,D facilities.

The second most widely used practice of waste disposal is the "land fill" method. Hazardous waste may be disposed of in state approved disposal sites referred to as "Class I" sites. Licensed waste haulers transport hazardous waste to Class I sites, which are located outside of Santa Cruz County. The most commonly used sites for this area are located in Kern County and out of state.

State Highway 17 serves as the **main transit line** for the majority of hazardous materials hauled throughout the county. Scotts Valley Drive is used by the majority of licensed hazardous materials/waste haulers that supply and remove hazardous materials/waste from specific locations throughout the city.

In 1981, the **California Highway Patrol** assumed leadership in responding to spills on California's state highways, a job formerly handled by Caltrans. The Highway Patrol acts as a command and information center and works cooperatively with the County Office of Emergency Services; the Department of Transportation will continue to take the lead in cleaning up spills on state property.

Scotts Valley Hazardous Materials Management Plan

The purpose of the Hazardous Materials Storage Permit Ordinance, adopted by the city, is to protect health, life, resources, and property through prevention and control of unauthorized discharges of hazardous materials.

The ordinance is implemented through a **permitting process**. All businesses or persons that store hazardous materials must have a permit issued by the administering agency, which is currently the **Scotts Valley Fire Protection District**. The issuance of a permit is based on type or quantity of material, proper storage, emergency response plans, sampling, monitoring inspections, and testing programs. The ordinance provides for full cost recovery through a schedule of fees which is based upon type and quantity of materials stored.

There are more than 100 commercial/industrial users of hazardous materials within the City. These materials may include bulk storage of fuels, solvents, resins, and a wide variety of other solids, liquids and gases.

Emergency Preparedness

In 1987, the City of Scotts Valley adopted an **emergency operations plan** called the Multihazard Functional Planning Guidance. The plan provides for the safety of the community in the event of a major emergency such as earthquake, flooding, wildland fires, hazardous materials releases and nuclear incidents. The plan provides the base for direction and control of emergency operations and continuity of government, saving life and property, repairing and restoring essential systems and services, managing remaining resources, and coordinating operations with other jurisdictions. The Chief of Police has been designated as the **Emergency Services Coordinator** and the City Manager has been designated as the Emergency Services Director. City Hall, located at One Civic Center Drive, is the **Emergency Operations Center**, which functions as a communications and administrative headquarters in the event of an emergency.

The emergency operation plan contains **evacuation routes** for site-specific emergencies, such as flooding and water tank failures. Other evacuation routes are determined on a case by case basis by the Emergency Service Coordinator. These proposed routes are broken down into three categories: freeways, arterials and major collectors. Figure S-6 shows these evacuation routes, as well as **places of assembly** in case of emergency. These places of assembly were chosen due to their ability to accommodate significant numbers of people, their relative location to freeways and arterials, and their overall geographic location. The direction of movement is denoted by arrows in order to promote safe and efficient evacuation of residents.

The City's emergency operation plan will be updated in fiscal year 1991-92 in order to maintain eligibility for FEMA funded programs.

SAFETY

GOAL

SG-463 TO PROTECT HUMAN LIFE AND PROPERTY AND TO MINIMIZE INJURY, ECONOMIC DAMAGE, AND SOCIAL DISLOCATION RESULTING FROM DISASTERS SUCH AS FIRE, FLOODING, GEOLOGIC, SEISMIC AND HAZARDOUS MATERIALS.

Fire

SO-464 Objective

Reduce fire risks by prescribing appropriate fire safety measures.

SP-465 Policy

In fire protection problem areas, development shall be permitted only after mitigation measures satisfactory to the City are developed to prevent or control spread of fire and provide life safety to occupants as recommended by the fire district (see Figure S-1).

SA-466 Actions

All new development and existing structures in hazardous fire areas shall provide adequate clearance of brush and vegetative growth from structures and roadways in accordance with the Uniform Fire Code.

SA-467 The City, in conjunction with the Scotts Valley Fire District, shall develop a fire prevention program for identified fire hazard zones within the Planning Area.

SP-468 Policy

The City shall require new development to provide adequate improvements for maximum fire protection.

SA-469 Actions

All streets, roads and parking lots shall be designed, constructed and maintained according to the Uniform Fire Code and City Roadway Standards.

SA-470 The City shall adopt standards for private roadways, establishing requirements for width and structural sections which meets the requirements of the Scotts Valley Fire Protection District.

SA-471 Roadway standards shall require that roads have an overhead vertical clearance of 13 feet, 6 inches for their entire width and length, including turnouts.

- SA-472 Roadway standards shall require that an access road not end farther than 150 feet from any portion of a building. A turning area which meets the requirements of the fire district shall be provided at the end of the road where the road exceeds 150 feet and dead-ends.
- SA-473 Roadway standards shall require that private bridges or crossings which serve as part of an "access road be at least 20 feet wide and shall meet the minimum Caltrans standard weight rating of H-20". Bridges shall be certified every five (5) years by a registered engineer.
- SP-474 Policy
The City shall require that new development have water available in the area pursuant to Table S-1 for fire suppression. Water availability shall be provided by the appropriate water purveyor.
- SA-475 Action
New development shall be approved only if adequate water supply for fire protection standards for minimum flow requirements and duration of flow can be met as directed by the Scotts Valley Fire Protection District.
- SP-476 Policy
The City, in cooperation with the fire district, shall insure that all buildings constructed include fire safety features, such as automatic fire sprinkler system, class "C" or better roof covering, and fire detection and alarm systems.
- SA-477 Actions
The Building Department shall continue to refer all proposed building permits to the fire district for review and conditioning.
- SP-478 Policy
The City, in cooperation with the fire district, shall discourage the use of landscape vegetation that may contribute to the spread of fire for developments within the urban interface areas.
- SA-479 Actions
The City shall amend the Design Review Guidelines to include review of plans for this purpose.

SA-480 The City and fire district shall distribute information through such methods as posters and/or workshops to educate the public regarding fire prevention as it relates to landscape vegetation.

Flooding

SO-481 Objective
Reduce the risk from flooding by regulating development in flood prone areas.

SP-482 Policy
Proposed development in known flood prone areas shall be approved only if adequate measures are provided to reduce potential flood hazards.

SA-483 Action
Maintain the City's Flood Protection Ordinance.

SP-484 Policy
Development of new or expansion of existing flood control facilities to protect individual properties shall be permitted only when it can be determined that such measures do not substantially increase the flood or erosion hazards to other properties.

SA-485 Action
The City shall require a geotechnical or hydrological analysis to assess potential impacts of new development on adjacent and downstream properties and on the designated floodplain to determine needed flood control facilities.

Seismic and Other Geologic Hazards

SO-486 Objective
Reduce the risks resulting from seismic and other geologic hazards, by regulating development in areas of high seismic and other geologic hazards.

SP-487 Policy
The City utilizes liquefaction and landslide maps and prepared by the County (Figures S-3 and S-4) to assess geotechnical hazards within the Planning Area. These maps shall be updated as new and more accurate information becomes available.

SA-488

Action

The City shall review and revise existing geologic hazards maps at a minimum of every two years for their adequacy.

SP-489

Policy

In a geologic hazard area, development shall be approved only after a detailed geotechnical evaluation is completed by a registered geologist, and only if adequate measures are provided to avoid or substantially reduce any identified hazard.

SA-490

Actions

Where new development proposed for areas of known or suspected geologic hazards, as identified in Figures S-3 or S-4 or where other information obtained by the City indicates geologic hazards exist in an area proposed for development, a detailed geotechnical and/or geologic report shall be prepared and submitted to the City as a part of the application or environmental review process.

SA-491

The City shall implement the provisions of the Zoning Ordinance as it may be modified from time to time relating to hillside residential development.

Hazardous Materials

SO-492

Objective

Reduce the level of risk from hazardous materials and chemicals by regulating their use, storage, and disposal.

SP-493

Policy

The City and fire district shall control the use, storage and handling of hazardous materials to protect the health and welfare of the life, environment and property within the community of Scotts Valley. Control of hazardous materials waste and disposal of hazardous materials shall be consistent with state requirements.

SA-494

Actions

The City shall continue to administer through the fire district a comprehensive Hazardous Material Program, pursuant to Chapter 6.95 of the California Health and Safety Code.

- SA-495 The City shall work with the County and Fire District to establish more convenient programs for residential hazardous waste disposal.
- SA-496 The fire district shall be the administering authority in the management and inspection program of all facilities storing and/or using a hazardous material or substance.
- SA-497 The fire district shall be responsible to insure that all facilities storing and/or using hazardous materials or substance maintain a current permit and approved HMMP (hazardous materials management plan).
- SP-498 Policy
Development posing a significant environmental threat from the use of hazardous materials or chemicals shall not be permitted by the City.
- SP-499 Policy
Underground storage tanks may be permitted provided the installation conforms with the requirements of Chapter 6.7 of Division 20 of the State Health and Safety Code and all regulations pertaining to underground storage tanks.
- SP-500 Policy
Above ground storage tanks may be permitted, provided the installation conforms with the requirements of Chapter 6.6.7 of Division 20 of the State Health & Safety Code.
- SA-501 Action
The City shall pursue relocation of above ground propane tanks to areas of lower population density and activity.

EMERGENCY PREPAREDNESS

GOAL

- SG-502 TO MAXIMIZE POST-DISASTER RELIEF CAPABILITIES AND RECOVERY OPERATIONS.
-

Objective

- SO-503 Ensure a fast, efficient, and coordinated response by public and private agencies to major emergencies.

Policy

- SP-504 The City Manager or his designated representative shall periodically review and update the City's Emergency Preparedness Plan.

Actions

- SA-505 The City shall review and update the Emergency Preparedness Plan every four (4) years or more often as needed.
- SA-506 The City Manager shall present the Plan to the staff of the Office of Emergency Services and City Council for their review and approval. He shall attach a copy of the goals, objectives, policies, and programs of this section for concurrent review.
- SA-507 Develop an emergency preparedness disaster relief program that promotes self-sufficiency among residents.

Policy

- SP-508 The City shall hold disaster preparedness exercises frequently enough to maintain the efficiency of participating mutual aid agencies.

Actions

- SA-509 The City shall hold coordination planning meetings with participating mutual aid agencies once every year in order to review disaster preparedness plans.
- SA-510 Participate with County in organizing disaster preparedness exercises. City staff and City Council shall participate in California State Training Institute's program when funding is available.

Policy

- SP-511 The City should provide sufficient funds and/or training as necessary to fulfill any emergency response deficiencies that may be within the City's responsibility and for which resources are available.

Action

- SA-512 Assess the appropriate amount of funds required to conduct a bi-annual, in-service training session for staff and key citizens in emergency response and for necessary equipment to respond to emergency preparedness situations.

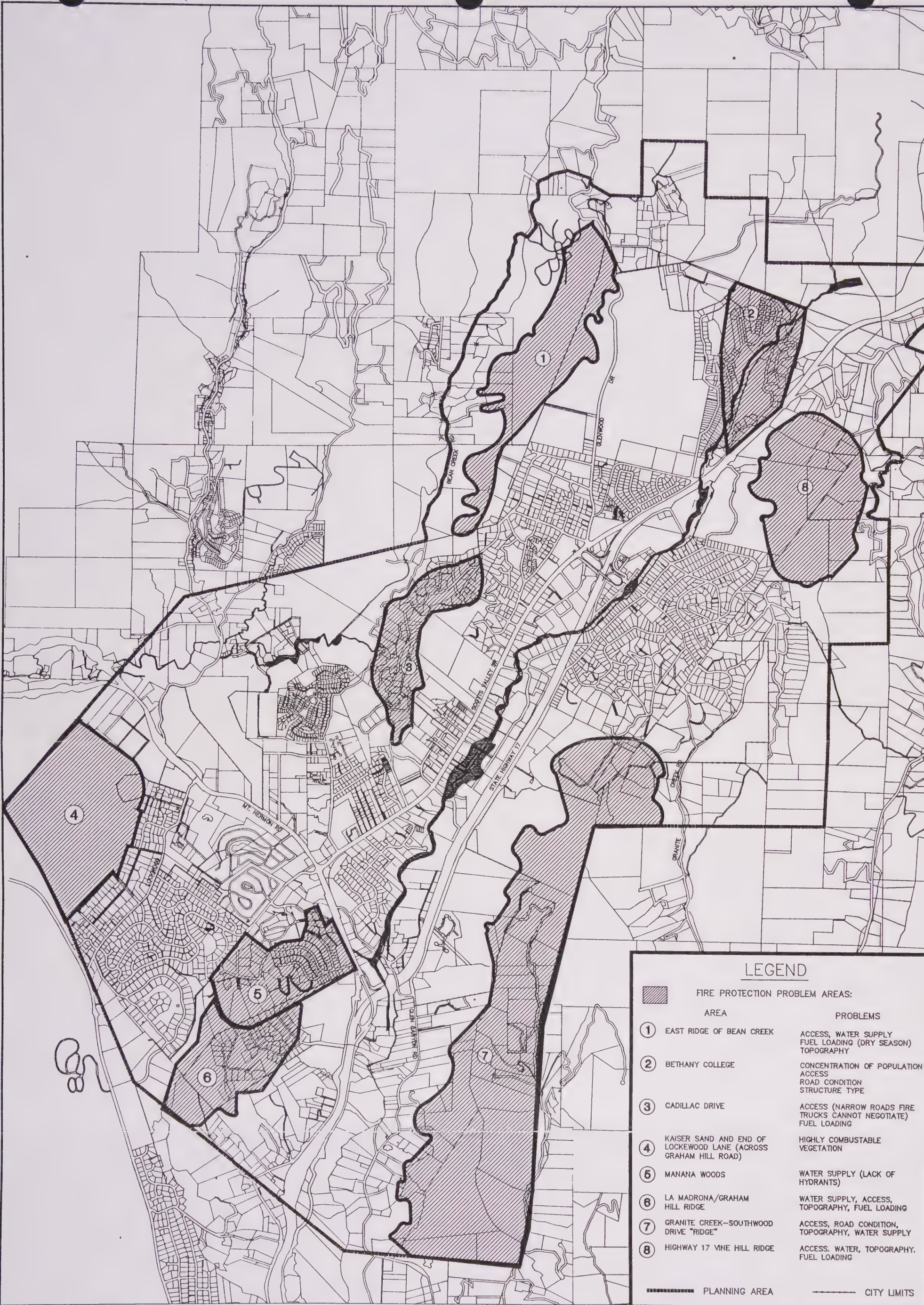
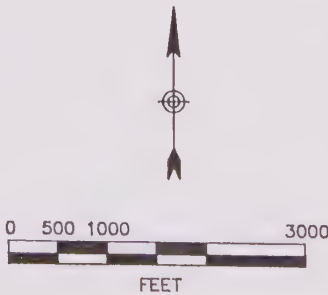


Figure:
S-1

City of Scotts Valley
General Plan
Fire Hazard Areas

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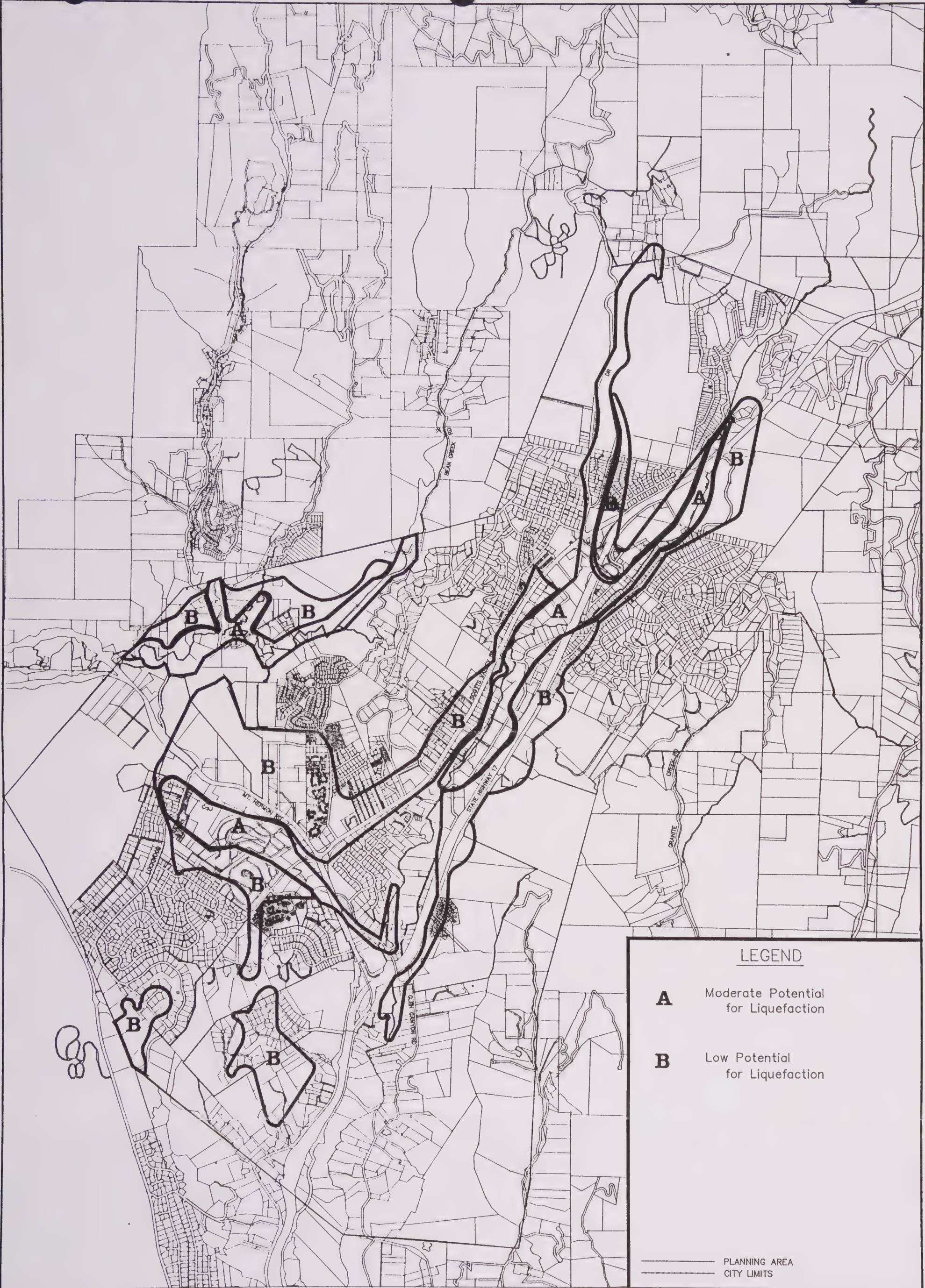
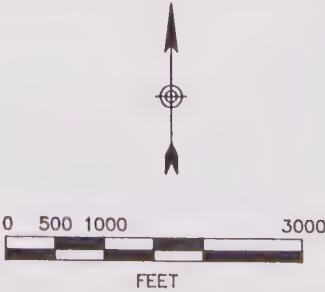


Figure:
S-3

City of Scotts Valley
General Plan

LIQUEFACTION POTENTIAL

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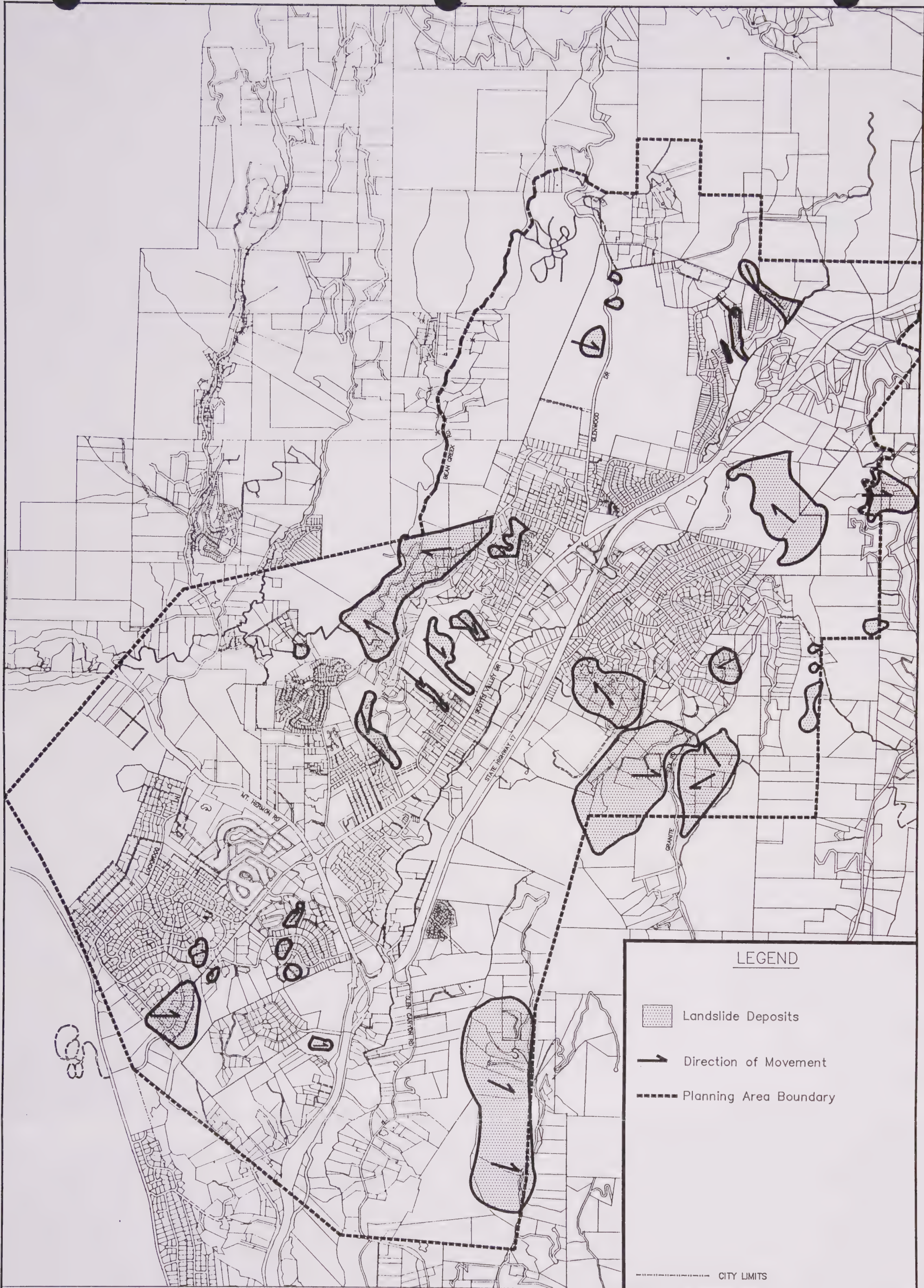


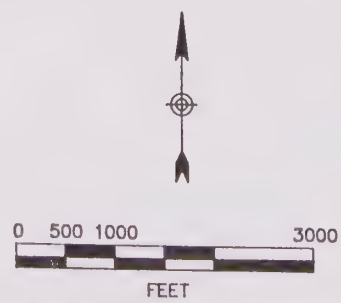
Figure:
S-4

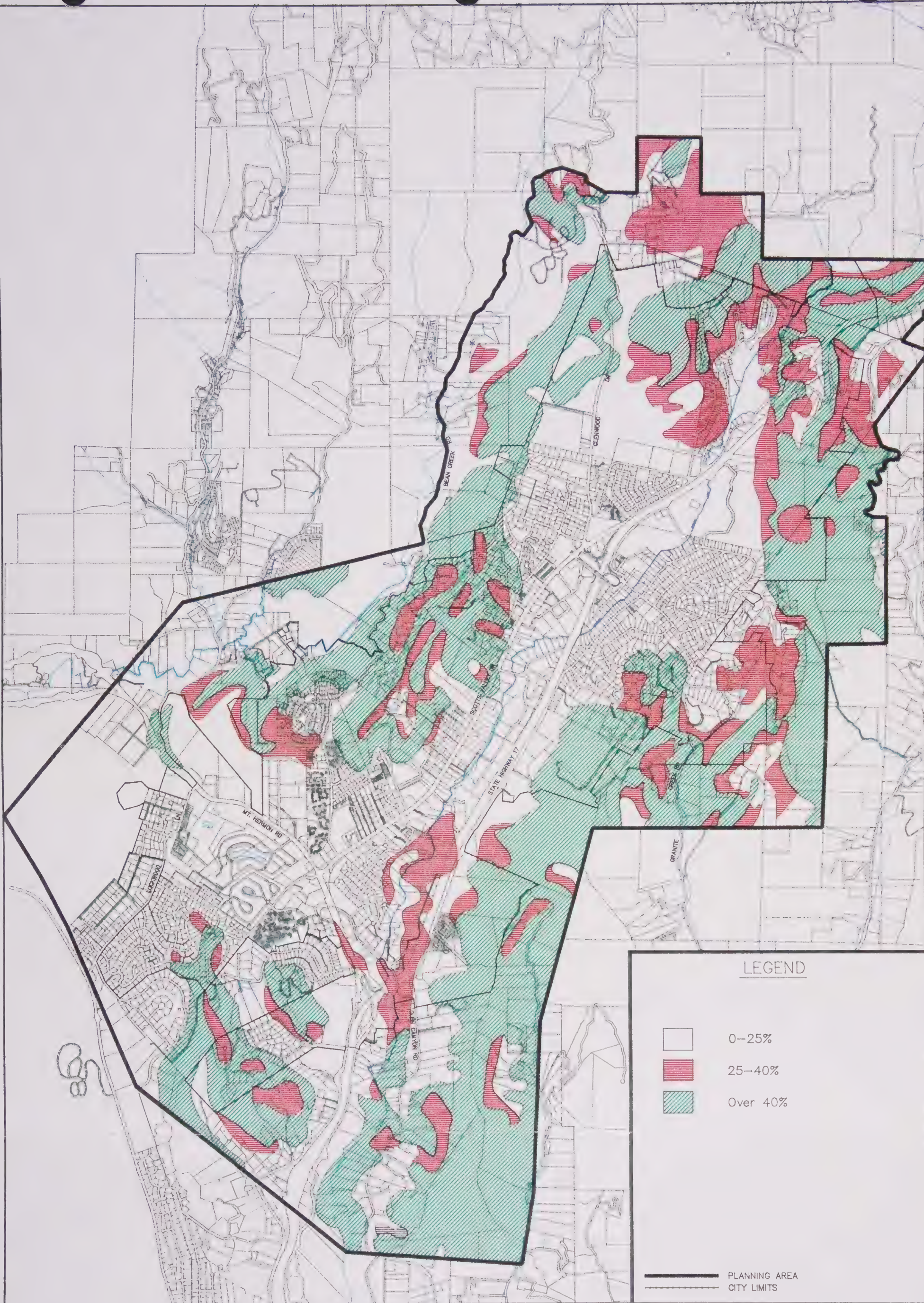
City of Scotts Valley General Plan

Landslide Deposits

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LEGEND

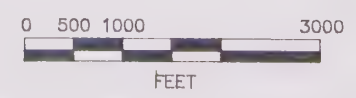
- 0-25%
- 25-40%
- Over 40%

PLANNING AREA
 CITY LIMITS

Figure:
S-5

City of Scotts Valley
General Plan
Slopes

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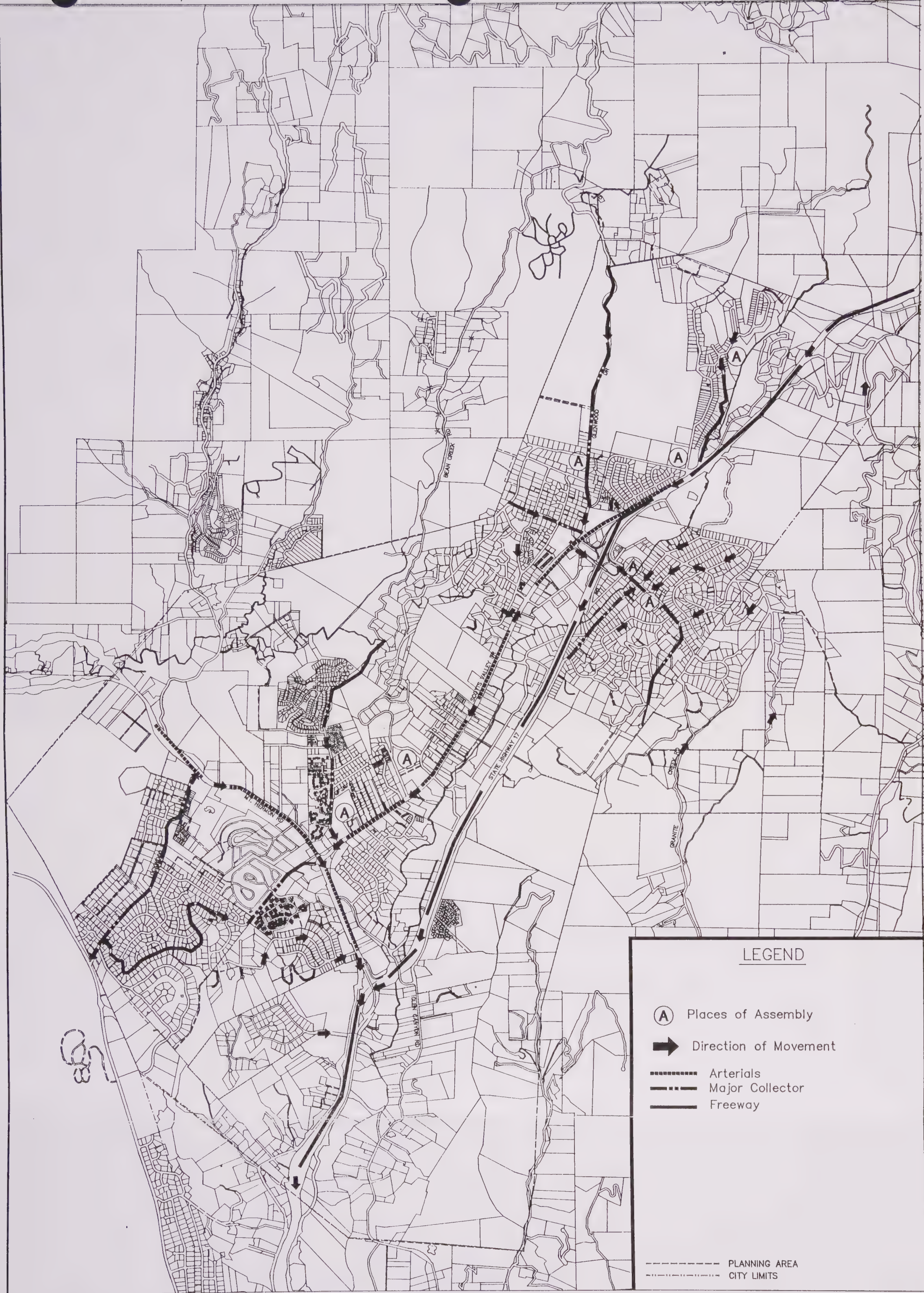
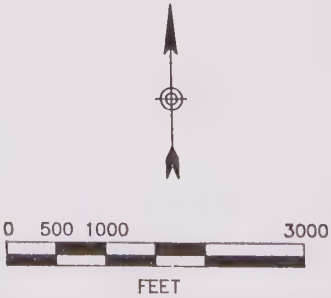


Figure:
S-6

City of Scotts Valley
General Plan
Evacuation Routes

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CHAPTER VII

PUBLIC SERVICES AND FACILITIES

Under State Planning law, this is an optional element of the General Plan. This element addresses the major public and private services and facilities provided in Scotts Valley. The element defines capital improvements and facilities needed to service the community at buildout, including government, police, wastewater, solid waste disposal, fire, health, schools, water, television, radio and telephone communication, electric, gas and library.

Recommended by Task Force October 8, 1991

Recommended by Planning Commission to Council November 14, 1991

Accepted by City Council 2/5/92

PUBLIC SERVICES AND FACILITIES

Information was obtained from State, County and City government officials, private organizations, and staff surveys of other departments and agencies. The location, development, and expansion of public services and facilities will guide Scotts Valley's future. Each new or expanded service and/or facility must be examined for its relationship to other major services and facilities. When the functions of two or more services and/or facilities overlap one another, it may be desirable to merge them for greater administrative and economic efficiency. The extent and level of some services are dependent on the existence of others. Figure PS-1 identifies public facilities in the Planning area.

The population of Scotts Valley at build out is based upon a medium intensity development of the land use plan. A medium intensity of development would yield a population of approximately 15,000. Public services and facilities are being planned for 15,000 population.

Government Facilities and Services

Scotts Valley was incorporated as a general law city in 1966. The City operates under the council form of government with legislative responsibility residing with an elected City Council of five members. One of the members of the City Council is elected by the others to serve as Mayor.

Administration, Planning, Finance and Police functions are administered from the City Hall building on Civic Center Drive. Public Works/Engineering facilities are located in the corporation yard off Lundy Lane.

Staffing needs fluctuate as the City grows. In March 1991, the City employed 18 persons in Administration, Planning and Finance. Engineering/Public Works employed 25 full time persons and 27 part-time temporary (Recreation Division) persons. The Police Department had 25 regular and two temporary persons. When the City grows from the current 8,615 population (1990 Census) to 15,000 at buildout, all departments expect to expand their staffing.

Space needs also fluctuate. The Public Works/Engineering Department moved from City Hall on Civic Center Drive to a new 5,000 square foot office complex off Lundy Lane in late 1990. The move consolidated all Public Works/Engineering operations in one location. The 5,000 square foot complex is adequate to handle increased staffing as the need arises. The space vacated at City Hall is adequate to accommodate Administration, Planning and Finance functions.

The Police Department is located in the bottom story of the city hall building, approximately 5,435 square feet in area. At buildout, the Department estimates the space needs will be 12,000 square feet. The City has been exploring optional sites to relocate the Police Department and construct a new building. Jail facilities used by the Department are located in the City of Santa Cruz. No jail facilities are proposed for Scotts Valley.

Police Department

The Scotts Valley Police Department is the designated Law Enforcement Agency to carry out and enforce State laws as well as local ordinances within the boundaries of the City of Scotts Valley. The Police Department serves the entire incorporated area of Scotts Valley. Two other law enforcement agencies operate within the City of Scotts Valley. The Santa Cruz Sheriff's Office provides coroner services. The California Highway Patrol function on the freeway (State Route 17) and by contract on county roads within the planning area.

Since the Scotts Valley Police Department is the area's chief law enforcement agency, its powers, duties and service capabilities are presented in detail below.

Functions The Police Department provides police protection and services to the community. **Major goals** of the Department are to reduce crime through prevention, detection, and apprehension; to provide for the orderly and safe movement of vehicular traffic through law enforcement, accident prevention and accident investigation; to insure public safety through regulation and control of hazardous conditions; the recovery, return of lost and stolen property and to provide non-enforcement services through programs reflecting community needs and desires. The Department enforces state laws as well as local ordinances within the city limits of Scotts Valley.

Organization The Police Department is divided into three basic divisions: Police Administration, Operations and Support/Special Services. Outlined below is a more detailed analysis of those divisions:

Police Administration The Administration Division of the Police Department provides leadership and administers all functions of the Department. This includes budgeting, personnel management, research and development, staff scheduling, coordination of vehicle maintenance, control of evidence and property, liaison with other law enforcement agencies, liaison with Scotts Valley City Council, and other City departments; supervision of special investigation, training administration and a variety of other administrative tasks.

Operations Division The Patrol Division provides twenty-four (24) hour, seven day per week uniformed preventive patrol service to the community. This unit also conducts initial crime scene investigations, detection and apprehension of criminal offenders, and recovery of lost and stolen property. It serves arrest warrants, conducts traffic enforcement/accident investigation, and performs miscellaneous public service functions.

Support/Special services Division This division includes two units: Communications/Records and Investigations. The Investigations unit performs crime scene investigation, case follow-up, check and fraud details, embezzlement investigation, narcotics and vice investigation, crime prevention programs, school resource and various programs conducted by the Juvenile Officer. The Communications/Records unit provides emergency communications dispatch, maintenance of complete police records system, a warrants section, and clerical services. The division also maintains automated statistical systems and the teletype unit which is interconnected to law enforcement agencies nationwide.

Level of Service Essentially, the Police Department utilizes three criteria for establishing levels of services. Those criteria are:

- A. Response times to calls.
- B. The ratio of patrol officers per calls for service per 1,000 population.
- C. The ratio of police employees per 1,000 population.

There are **three (3) levels of responses** to calls. **Code 3** is the first priority having to do with danger to human life, serious crimes in progress, and/or suspect at scene. **Code 2** calls deal with minor crimes in progress, suspicious persons in areas, and calls that could escalate to Code 3. **Code 1** calls deal with no known suspect at the scene, time of reported incident is unknown or has occurred some time prior to receiving the call and/or a crime prevention program. The current response time is currently 1-1/2 to 3 minutes for Code 3 calls; approximately 6-10 minutes for Code 2 calls; and Code 1 calls are not applicable for response time.

In 1993 the Scotts Valley Police Department handled over 10,000 calls for service. Over half the calls were from the commercial zone districts. The remainder of the calls were from residential, industrial, and other zones such as public/quasi public. Historical data indicates that police department calls for service rise approximately 3-6% on an annual basis.

In 1993, the department averaged approximately 1,000 service calls per patrol officer. In order to maintain this average, officers must be added as the City of Scotts Valley grows with its population buildout in residential, commercial and industrial areas.

To keep pace with a projected population of 15,000 people at buildout and maintain the present level of service, the Police Department staff would increase from the current 28 employees to a projected total of 37 employees.

The national average of sworn police employees to population in 1986 was 2.59 sworn police employees per 1,000 population. As the City population grows, police personnel would increase to ensure Scotts Valley is equal to, or above, the national average.

Cooperative Agreements The Police Department has both formal and informal assistance agreements with the Santa Cruz County Sheriff's Office and the California Highway Patrol. Assistance may range from immediate help with an emergency problem to large or complicated criminal investigations.

Public Works Department

Functions The Public Works Department is responsible for recreation programming, engineering, inspection, construction and maintenance of all City facilities and mechanical equipment, and the Wastewater Treatment Plant. The responsibilities of the department are summarized below.

Administration Through the Public Works Director/City Engineer, the department ensures that city streets, equipment and facilities are properly designed, constructed and maintained.

Engineering The Engineering Division is responsible for the design and construction of City facilities, whether provided as a result of City project or constructed in conjunction with private development. The division has the overall responsibility of assuring that the City's development standards regarding public facilities are met.

Street Maintenance This division is responsible for the maintenance and repair of City streets, traffic control devices and storm drain systems. The division also manages street-cleaning operations.

Wastewater Operations The Wastewater Operations Division is responsible for the operation the City's Wastewater Treatment Plant and the maintenance of the wastewater collection and effluent system.

Park Maintenance Maintenance of City-owned parks is a responsibility of the department. The staff maintains Siltanen Park, the ball fields at the Scotts Valley Middle School, the pool area at the Scotts Valley Recreational Vehicle Park, the City Hall and Scott House Park, and all landscaped street medians.

Vehicle Maintenance This activity encompasses the maintenance and repair of all City vehicles and equipment.

Recreation Division This division is responsible for the development, implementation and operation of recreation programs to serve the needs of the community. Included in the programs are youth and adult sports; children's after school recreation and day camp; adult and youth classes in crafts, drama, personal development, cooking, exercise, health, self-improvement, aquatics, trips and tours, and special interests; and special events. This division is also responsible for city-owned and school district after-hours facility rentals, booking in coordination of city and school facilities. It also serves as staff to the Parks and Recreation Commission.

Measure of Service The Public Works Department currently measures level of service in each division by examining various components of work versus number of employees in each division.

Administration This division is served by the Public Works Director and Administrative Secretary. The service level in this division is measured by the promptness and completeness of reports and projects required by the City Council, as well as by the efficient operation the other six divisions.

Engineering The level of service in this division is measured by the turnaround time for development applications and the meeting of deadlines for major projects submitted by both the City Council and developers. A general rule of thumb is that one full-time employee is necessary for counter service, one full-time employee is necessary for interaction between the planning department and engineering division, and one additional full-time employee is needed for each \$6 million in work effort the division reviews, constructs or works on.

Street Maintenance The level of service in this division is measured by the miles of roadway which are kept in a maintained state, the response to public requests for replacement of street-name signs and traffic signs, and the effectiveness of debris removal from our storm drainage systems to ensure that damage does not occur in the wintertime due to erosion.

Wastewater Operations The level of service in this division is measured by consistency with the Regional Water Quality Control Board's order, the miles of sanitary sewer line which are maintained, and by the number of pump stations maintained.

Park Maintenance The level of service in this division is measured by the acres of grass mowed, number of baseball infields to be prepared, quantity of vegetation trimmed and fertilized, and public play areas maintained.

Recreation The level of service in this division is measured by the number of programs which are enacted by the division and the quality of the programs (which is measured by the participation in the program by the public).

Vehicle Maintenance The level of service in this division is measured by the number and type of pieces of equipment which are maintained.

Wastewater Treatment

The Scotts Valley Wastewater Treatment Plant is located near the intersection of Scotts Valley Drive and Mt. Hermon Road on Lundy Lane. It is a secondary level treatment plant. The plant has permitted capacity of 890,000 gallons per day, average dry-weather flow (ADWF), and is operating at about 766,000 gallons per day ADWF. This leaves the plant with an operating surplus capacity of approximately 124,000 gallons per day ADWF. An additional 60,000 gallons per day ADWF can be authorized by the Regional Water Quality Control Board if recommended improvements are made.

This authorization is subject to the wastewater treatment plant continuing to operate without violation of the regional board's standards. The City has contracted with the firm of Kennedy/Jenks consulting to design the next step of treatment plant improvements. That design consists of a flow-equalization basin and a new influent pumping facility. Upon completion of the treatment plant improvements, the ADWF will increase to 1,500,000 gallons. In 1994, the City received a Federal EDA grant of \$2,500,000 to complete the expansion, which will begin in the Fall of 1994. It is estimated that the City's ultimate capacity for General Plan buildout is 1,500,000 gallons per day, ADWF.

Additionally, the City is looking at installing a tertiary water-filter system which will take the effluent from the treatment plant and process it to a level which would allow for direct irrigation of landscaping at various City parks, schools, the new proposed Glenwood Estates Golf Course, Borland International Headquarters, and other commercial properties. Tertiary treated wastewater meets the statewide reclamation criteria established by the Department of Health Service and presented in Title 22 of the California Code of Regulations. Tertiary treated wastewater must be adequately disinfected, oxidized, coagulated, clarified and filtered so that the median number of coliform organisms in the effluent does not exceed 2.2 per 100 milliliters, as determined from bacteriological results of the last seven days for which analyses have been completed and the number of coliform organisms does not exceed 23 per 100 milliliters in any sample.

Sanitary Sewers

The City of Scotts Valley uses sanitary sewer assessment districts to provide sanitary sewer service to unserved developed areas and requires that all parcels in its jurisdictions which are less than one acre in size connect to the sanitary sewer system. All new development is required to put in sanitary sewer to serve their projects.

Solid Waste Disposal Facilities and Services

Disposal of solid waste is an essential service. Uncollected and undisposed solid waste can create serious health and safety problems. Population growth has resulted in a rise in the amount of waste materials produced. Nationally, an average of five pounds of solid waste per person per day is produced. Problems associated with increase in solid waste volumes are compounded by the presence of materials that do not decompose. Non-biodegradable materials include glass, plastics and aluminum. Unless these materials are recycled, they will remain in the ground for thousands of years. Problems can also result from the disposal of organic and inorganic chemicals, including toxic and hazardous wastes.

Given these problems, it is critical that solid waste be properly disposed of and that disposal sites be properly located. The growing amounts of waste, the expense of proper disposal, and the difficulty in locating suitable disposal sites have made solid waste disposal a significant concern.

The California Legislature passed the "California Integrated Waste Management Act of 1989" (A.B. #939) during the legislative session of 1989. This legislation enacted a comprehensive reorganization of the State's solid waste management planning process.

Each City must prepare, adopt, and implement a source reduction and recycling plan which identifies how the City will divert 25% of solid waste from landfilling by 1995 and 50% by 2000 A.D. By September 1991, the four cities and county jointly had completed the Source Reduction and Recycling Element and conducted public hearings on the element. The City of Scotts Valley, together with the City of Watsonville and the County of Santa Cruz, is investigating the feasibility of establishing large scale recycling and composting processing facilities to cooperatively serve these jurisdictions. The three jurisdictions are also developing an integrated approach to refuse, recycling and yard waste collection services to supply materials to these facilities. The primary goals of these facilities are to meet the state landfill diversion mandates and to ensure that the Buena Vista Landfill lasts as long as possible.

Solid Waste Disposal Sites All solid wastes including garbage, ashes, or rubbish must either be recycled or given final disposal. For Scotts Valley, sanitary landfilling is the method used for solid waste disposal. Sanitary landfilling is an engineering method whereby solid wastes are spread, compacted to the smallest practical volume and covered with soil at the end of each operating day. In order to better understand the total context of solid waste disposal, the following discussion outlines the types of waste produced and types of disposal methods used.

Solid Waste Categories The word "waste" refers to useless, unwanted, or discarded materials, including both solids and liquids. The three major categories of waste are garbage, rubbish, and hazardous or special wastes.

Garbage Garbage is the animal and vegetable waste resulting from the handling and processing of foods. Garbage is highly organic and decomposes rapidly.

Rubbish Rubbish consists of both combustible and non-combustible waste from homes, stores, and institutions. Examples of non-combustible include tin cans, metal, glass, and crockery.

Hazardous or Special Waste Waste material that presents an unusual disposal problem or requires special handling is defined as hazardous or special waste. These materials, such as paint thinner, can be hazardous in large quantities. Other materials, such as pathological wastes from hospitals and radioactive materials, require special handling in any quantity.

Methods of Solid Waste Disposal

As stated previously, the method of disposal for Scotts Valley is sanitary landfilling. The County of Santa Cruz owns a transfer facility in Ben Lomond and provides for transfer of solid waste generated in Scotts Valley, to the County landfill site at Buena Vista.

Refuse Collection Services. The collection and transportation of solid waste to a disposal site is a necessary component of solid waste management. The basic objective of a collection service is to remove all solid wastes from a community in order to reduce vermin, eliminate fire hazards, and improve the visual and aesthetic qualities of a community.

Currently Waste Management of Santa Cruz County services approximately 2,900 residences and 225 commercial/industrial facilities within the Planning Area. Residences generate approximately 18 pounds of solid waste per day per unit, and commercial/industrial facilities approximately 60 cubic yards per month per facility.

Recycling Services Recycling of certain solid waste material can remove from the environment non-degradable materials that would otherwise remain for thousands of years. Recyclable materials (plastics, glass, aluminum, and tin) require excessive space in landfills because they do not readily compact. By recycling these materials, the life span of a solid waste facility can be prolonged.

Recycling efforts in Scotts Valley consist of mandatory recycling through residential curbside collection of glass, tin and aluminum cans, newspaper, and plastic beverage containers; or through drop off at buy-back centers or non-profit group collection programs. The curbside collection service is planned to include additional materials, such as yard waste, cardboard and other paper products, and other plastics.

Mandatory recycling will soon be expanded to include all commercial and industrial establishments. The City further supports recycling by purchasing only recycled paper products and by providing recycling containers through the City's parks.

Recycling services are planned to also include the composting of yard wastes. Composting is the controlled biological decomposition of organic material. Composting of yard waste (e.g., grass clippings, leaves, plant prunings, etc.) produces humus, a soil-like material which can be used in gardening, landscaping or farming as a soil amendment or mulch.

Scotts Valley Fire Protection District

The Scotts Valley Fire Protection District was reorganized under the Fire Protection Law of 1987, Health and Safety Code, Section 13800. The District is governed by a five-person Board of Directors who are elected to four-year terms.

Fire protection is an essential public service. Unchecked, fire poses a danger to both life and property. The level of need for fire protection is based on such factors as the nature and extent of activities within developed areas, population density, building size and condition, and wildfire hazards.

It is interesting and important to note that the provision of fire services by a jurisdiction is not required by State law. The State of California Government Code Section 850 specifies that, "Neither a public entity nor a public employee is liable for failure to establish a fire department, or otherwise provide fire protection service". This means that fire services desired by a community must be provided by that community through property taxes, a special assessment district or through a volunteer fire company.

Scotts Valley Fire Protection District is the primary agency providing fire protection for both the City of Scotts Valley and the surrounding unincorporated areas. The Fire District encompasses an area of 21 square miles, including 4.5 square miles of the City of Scotts Valley, with a total population of approximately 19,000 people.

The boundaries of the District run from the city limits of Santa Cruz City to the north of upper Highway 17; from east of Highway 17 to west of Lockhart Gulch.

The District also has mutual and automatic aid agreements with other local fire agencies. Resources outside of Santa Cruz County are available through State Office of Emergency Services. The California Department of Forestry and Fire Protection also provides fire protection to the Scotts Valley planning area. The California Department of Forestry is primarily responsible for wildland fire protection within the state responsibility areas of the district. There is a "mutual threat zone" agreement with the California Department of Forestry within the incorporated area of the District for wildland fire assistance.

Fire protection services involve fire prevention, fire suppression, emergency medical services and hazardous material management and response. Fire prevention involves the elimination or reduction of fire risks (danger to people) and fire hazards (danger to property). Fire suppression refers to the ability of the district to bring hostile fires under control and extinguishing them with life safety as the primary concern. Emergency medical services are provided to stabilize a person(s) traumatized by illness or injury. Hazardous material management involves minimizing the chances of fixed facilities having a release of hazardous substances which may impact the surrounding populace and environment in an adverse manner. Hazardous material response is a service to protect life and property from exposure to the release of a hazardous substance.

In order to manage these services, the District operation is split into areas of responsibilities called Divisions. The Divisions are: Fire Prevention, Operations, and Training.

Fire Prevention The Fire Prevention Division is responsible for several of the District programs which include plan review of new development and construction, extensive public fire safety education programs, fire investigation to determine cause and origin of fire, commercial and industrial fire safety inspections, and the enforcement of state and local life and fire safety codes and regulations. Division personnel work closely with State, County and City officials in propagating fire safety.

Operations The Operations Division is responsible for the fire suppression, medical aid/rescue, and hazardous material response activities. There are 24 fire suppression personnel assigned to three 24-hour shifts. There is a Division Chief in charge of the Operations Division.

Operations involves the deployment of personnel at the scene of emergencies, as well as coordination of daily activities related to personnel, apparatus, and facilities. Coordination and response to mutual aid incidents and disasters with the Scotts Valley Fire District, the County and the State is part of Operation's responsibility. Under this Division, policies and procedures are established for emergency scenes management utilizing available resources to their fullest capacity.

Training The Training Division is responsible for all recruitment and training of District personnel. This would include daily drills, volunteer training, career development for personnel, and promotional testing. Analysis of training needs and development of training programs are also the responsibility of the Training Division.

Emergency Medical Service A majority of the calls answered by the District are related to a need for emergency medical service. The Scotts Valley Fire Protection District is, in most cases, the first response on medical emergencies providing life saving measures from trained Emergency Medical Technicians (EMT) personnel. This training currently includes the ability of personnel to defibulate a victim in cardiac arrest.

Hazardous Materials The Scotts Valley Fire Protection District manages the hazardous materials program for the City of Scotts Valley. This involves issuing permits, and inspecting facilities which store, use, or handle hazardous materials, including underground storage tanks. The District also has personnel to deal with hazardous material releases on an emergency response level.

Fire District Facilities and Apparatus The headquarters station for the Scotts Valley Fire Protection District is located at 7 Erba Lane. There is a second station with one engine company located at 41 Sims Road, which serves the southern portion of the District and City of Scotts Valley. The District currently operates five engines, including one with an elevated water tower and one water tender of 2,000 gallon capacity. The District also maintains two command units and one hazardous materials response truck.

Fire Protection Insurance Rating The adequacy of fire protection services in Scotts Valley is assessed by the Insurance Services Office (ISO) of California. The ISO conducts an evaluation of Fire District equipment, staffing, training, alarm systems, water supply fire prevention and inspection programs to determine a reasonable basis for assessing fire insurance premiums. The evaluation is expressed in a rating system known as the ISO Grading Schedule. Points are subtracted based on deficiencies found within the District.

The rating is on a scale of one-to-ten, with one signifying the highest level of protection, while a rating of ten means that the area is essentially left unprotected. The ISO rating for the incorporated (City) area of Scotts Valley is a five, while the unincorporated areas have a rating of eight.

Projected Growth and Changes Scotts Valley Fire Protection District is growing as the community grows and it is projected that the District will add one station in the future. The location is projected to be in the area of Glenwood Drive and Sandraya Heights Road. The intent of moving personnel and equipment to additional locations is to decrease the response times to emergencies, thus saving lives and property.

Health and Medical Services

Adequate health and medical facilities are an essential ingredient to the quality of life within Scotts Valley. The major health problems of today require a wide range of professional facilities and services. Increasing population, a growing proportion of elderly persons, and major advances in medical and surgical techniques have all contributed to a broadening of medical services and facilities on a nationwide basis.

This section discusses the ranges of services available to Scotts Valley.

Acute Care Hospitals An acute care hospital provides short-term, in-patient care. Services include surgical, pediatric, psychiatric, obstetrical, and other specialized types of medical services.

Dominican Hospital has two facilities located in Santa Cruz with a total of 380 beds, and serves residents of Scotts Valley. The acute care facility, located on Soquel Drive, includes a new cardiac center completed in the late 1980's. In 1990, approximately 150 open heart surgeries were performed. A rehabilitation facility (formerly Community Hospital), located on Frederick Street, includes skilled nursing, acute rehabilitation, drug and alcohol abuse treatment.

(Personal Communication, Barbara Wooldridge, Dominican Hospital, 9/91). The Watsonville Community Hospital is also located in Santa Cruz County. It has 110 beds and will soon be expanded to 121 beds.

Other Services Provided The Scotts Valley Medical Clinic on El Rancho Drive provides general medical out-patient services only. There are family physicians on duty from 8:00 a.m. to 5:00 p.m., Monday through Friday, with no emergency facilities.

In 1991, two other facilities provided non-emergency, out-patient care. Doctors on Duty, located on Mt. Hermon Road, is open 8:00 a.m. to 9:00 p.m. every day. The Santa Cruz Medical Clinic, located on Scotts Valley Drive, provides family care 8:30 a.m. to 5:00 p.m., Monday through Friday. The Santa Cruz Medical Clinic also provides for urgent care (walk-in patients) Monday through Friday 9:00 a.m. to 9:00 p.m., Saturday and Sunday between 9:00 a.m. and 6:00 p.m.

Ambulance service for the Planning Area is supplied by the Santa Cruz Ambulance Company from three locations:

1. between Felton and Ben Lomond
2. 41st Avenue in Santa Cruz
3. Ocean Street in Santa Cruz (headquarters)

Education Facilities

An educated and informed citizenry is considered essential to the functioning of society. Modern technology and business have placed a premium on education. This section discusses the public and private educational facilities available in Scotts Valley.

Essentially, all of the Scotts Valley Planning Area is served by three school districts: Scotts Valley Union School District, Santa Cruz High School District (Harbor, Santa Cruz High and Soquel High), and the Cabrillo Community College District.

Public Elementary Schools The Scotts Valley Union School District serves the entire Scotts Valley planning area. There are two elementary schools within the district: Vine Hill School (K-5) and Brook Knoll School (K-5). A third elementary school is being planned, due to growth.

Vine Hill School is located on an eight acre site. It had a 1993-94 enrollment of 562 and a capacity of approximately 512 (with double session Kindergarten).

Brook Knoll School had a 1993-94 enrollment of 591 and a 452 enrollment capacity (with double session Kindergarten). It is located on a 9.2 acre site outside the planning area's southern boundary. While the school is outside the planning area, 85% of the students reside within the city limits of Scotts Valley.

The district also owns a 20 acre site west of Glenwood Drive. The final disposition of this property is uncertain at this time. When needs and resources of the district are further identified and refined, a final decision will be made on the use of this land.

Public Middle School Scotts Valley Middle School (grades 6-8) is located on a 9.6 acre site in Scotts Valley. The 1993-94 enrollment was 515 students; it has a capacity of 444 students. The Scotts Valley School District plans to relocate the middle school to another site, perhaps off Glenwood Drive. The current site on Bean Creek Road will be marketed in cooperation with the City (Andy LaCouture, personal communication 9/91).

Enrollment Beginning with the 1986-87 school year, district enrollment has increased significantly and is projected to continue to increase through City buildout. The school district is projecting an enrollment of 2,269 at City buildout, with a 1993-94 district-wide student capacity of 1,408.

Average daily attendance records for the Scotts Valley Union School District are shown in Table 19. These figures include all three schools in the district and are estimates (*) after 1993-94.

TABLE PS-1

Scotts Valley Union School District Enrollment Information

<u>School Year</u>	<u>Number of Students</u>	<u>Increase</u>	<u>Decrease</u>
1986-87	1,194	(62)	5.48%
1987-88	1,262	(68)	5.70%
1988-89	1,334	(72)	5.71%
1989-90	1,407	(73)	5.47%
1990-91	1,463	(56)	3.98%
1991-92	1,501	(37)	2.53%
1992-93	1,599	(98)	6.53%
1993-94	1,686	(87)	5.44%
1994-95*	1,773	(87)	5.15%
1995-96*	1,945	(172)	9.70%

Source: Scotts Valley Union School District.

Public High Schools There are two high schools in the Santa Cruz School District that serve the Scotts Valley area; Soquel High and Harbor High.

Soquel High is located in Soquel. In 1990-91, the enrollment was 1,350 students, and a capacity of 1,600 students. The school is on a 55 acre site.

Harbor High is on a 47 acre site in the City of Santa Cruz. It had a 1990-91 enrollment of 1,082, with a capacity of 1,205 students.

The Santa Cruz High School District also operates Loma Prieta Continuation High School on La Fonda Avenue, and Independent Studies, housed on Swift Street, adjacent to the campus of Natural Bridges School in Santa Cruz. These two programs are available to Scotts Valley students.

In 1990, the City assessed community interest in a new high school for Scotts Valley through an advisory ballot measure. Seventy-eight percent (78%) of those who voted wanted a high school within 2 miles of the City limits. A high school would require 30-40 acres of reasonably flat land, money to build the facilities, and the support of the Santa Cruz High School District or unification of the Scotts Valley School District. The City Council, Scotts Valley School District and the Santa Cruz High School District are examining the options through joint meetings of subcommittees from the governing bodies. In November 1994, the issue of unification will be voted on by the voters in the Scotts Valley School District.

Community Colleges Cabrillo College in Santa Cruz offers residents in Scotts Valley various two-year degree programs and vocational training classes. Its 1990-91 enrollment was approximately 13,600; classes run throughout the year.

University The University of California at Santa Cruz offers courses in undergraduate, graduate and extension programs. It had a 1990-91 enrollment of 10,000. The University offers courses during the entire year.

Private Educational Facilities Private educational facilities offer an alternative to public education and are therefore taken into account here.

Baymonte Christian School in Scotts Valley offers classes from preschool level to grade twelve. The 1990-91 enrollment was 200, with a 500 student capacity. The school is in operation from September until June.

Bethany Bible College offers religious programs at the college level. The college has a current enrollment of 469 students, 275 of who live on campus. Campus housing is at capacity. Classes run from September to July. The school is considering relocating, but the disposition of the existing facility has not been determined.

Domestic Water Services

Water availability is a fundamental determinant of community growth. An adequate supply of potable water is essential for residential development. This section describes the water suppliers in Scotts Valley. Water is provided from three sources: The Scotts Valley Water District (SVWD), the San Lorenzo Valley Water District (SLVWD), and private wells. The SVWD and SLVWD service area boundaries extend beyond the Planning Area boundaries. These two districts provide water, water storage and water distributions necessary for domestic, industrial and commercial usage and for fire protection.

Both the Scotts Valley Water District and the San Lorenzo Valley Water District utilize groundwater to serve their respective customers. This groundwater is stored in the Santa Margarita Sandstone, the Monterey Shale and the Lompico Aquifers. The Santa Margarita Aquifer has been designated by the Federal government as a sole source aquifer. Protection of the aquifer is essential. Rainfall is the source of recharge for these aquifers. Studies conducted by Dr. David Keith Todd, groundwater Management consultant for Scotts Valley Water District, indicate that the groundwater basin contains some 49,000 acre feet of water. These studies have determined that the perennial safe (renewable) yield of the basin is 4,200 acre feet per year. Less than one-half of that amount is used by the two water districts and other private wells in the area. The Santa Margarita Groundwater Basin Management Plan (September 1993) estimates that 3,475 acre feet is used per year and includes areas outside the Scotts Valley sub-basin. In the summer of 1994, the Scotts Valley and San Lorenzo Valley Water districts are completing groundwater basin management plans per AB3030, which will provide yet another estimate of the amount of water extracted from the basin. Monitoring the quality and quantity of groundwater supplies is an on-going process by the water districts to insure safe yields.

Scotts Valley Water District At the present time, Scotts Valley Water District (SVWD) has:

1. 2,965 active water meter connections
2. 98 fire sprinkler connections, plus five not installed
3. 25 metered vacant lots
4. 1 meter sold, but not installed
5. 1,100 water meter connections available to be purchased.

The SVWD currently has a total of 7 wells with a combined capacity of 1,893 gallons per minute (2,725,000 gallons per day). The average daily demand for 1993 was 993 gallons per minute, or 1,430,000 gallons per day. The El Pueblo Water Treatment Plant, which treats water from three wells, has a capacity of 1.5 million gallons per day ("MGD"). The other four wells have treatment facilities on site. Two of these wells have granular activate carbon ("GAC") filters for water treatment on site.

Water provided by SVWD meets or exceeds the strict requirements of both the State of California Department of Health Services and the Federal Safe Drinking Water Standards.

The SVWD has recently completed Well No. 7A at the site of Test Well No. 13 in the old Santa's Village area that has a production capacity of 500 gpm. This well is equipped with the appropriate water treatment system.

In 1990, after the successful completion of Test Well No. 13 in the Lompico formation, the SVWD drilled another test well, Test Well No. 15, to a total depth of 1,100 feet. It is located approximately 1,550 feet south of Test Well No. 13. This well also has the conservative potential production capacity of 550 gpm. The production well for this site will be No. 3 B, scheduled to be drilled in 1994.

Both of these test well sites were selected on the basis of the recommendations of the District's groundwater management consultant, David Keith Todd Engineers.

They recommended, for better groundwater management, that the District disperse its well to improve: 1) the operating efficiency of the existing wells, and 2) the impacts on groundwater levels in the Camp Evers and Scotts Valley Drive areas.

When these two wells are in production, late 1994, the total well capacity will be 2,693 gpm, or 3.877 million gallons per day (MGD). At buildout of the General Plan, the SVWD estimated a capacity of 3,090 acre feet (75% of well capacity) with a demand of 2,003 acre feet per year.

TABLE PS-2
Scotts Valley Water District's Production Wells

<u>Well Name or Number</u>	<u>Location</u>	<u>Capacity In (GPM)</u>	<u>(MGD)</u>
<u>CURRENT:</u>			
No. 3A	El Pueblo Water Trmt Plt	31*	.045*
No. 7	El Pueblo Water Trmt Plt	15*	.022*
No. 7A	N. side/Santa's Village	500	.720
No. 9	Next to Senior Center	194	.279
No. 10	Next to Longs Drugs	438	.631
No. 11	SV Drive & El Pueblo Rd	650	.936
Hidden Oaks	Hidden Oaks Condos	65*	.093*
Total Current Production Capacity		1,893	2.725
<u>NEW/UNDER DEVELOPMENT:</u>			
No. 3B N. of Sucinto Dr.		800	1.152
Total Current and New Production Capacity		2,693	3.877

*stand-by well

TABLE PS-3
Scotts Valley Water District's Water Demand

<u>Year</u>	<u>Average Day Demand (MGD)</u>	<u>Maximum Day Demand (MGD)</u>
1980	0.60	1.19
1981	0.61	1.10
1982	0.66	1.04
1983	0.70	1.19
1984	0.85	1.38
1985	0.89	1.60
1986	1.03	1.75
1987	1.09	1.79
1988	1.20	1.83
1989	1.26	2.26
1990	1.27	1.89
1991	1.27	1.84
1992	1.28	2.07
1993	1.43	2.14

TABLE PS-4

Existing Water Use Factors

User Type	Average Day Demand	Maximum Day Demand
Residential	0.18 gpm/connection (104 gpcpd)*	0.36 gpm/connection (207 gpcpd)
Commercial/ Industrial	0.40 gpm/acre	0.80 gpm/acre
Recreational	0.36 gpm/acre	0.72 gpm/acre
Institutional	1.06 gpm/acre	2.12 gpm/acre

*gpcpd = gallon per capita per day

Source: Final Report - Water Master Plan Update, Scotts Valley Water
District - August 1988

TABLE PS-5

Scotts Valley Water District's Water Storage Tanks

<u>Name</u>	<u>Capacity in Gallons</u>
1. Bethany	400,000
2. El Pueblo	400,000
3. MacDorsa	750,000
4. Sequoia	1,250,000
5. Fontenay	30,000
6. Mt. Roberta	20,000
7. Southwood (Oct 93)	500,000
Total Capacity	3,350,000

Another 500,000 gallon water storage tank is being planned for the Glenwood/Polo Ranch Assessment District. The District's Capital Improvement Program includes replacing both the Fontenay Tank and Mt. Roberta Tank with 100,000 gallon steel tanks. These changes and additions would increase the total water storage capacity of the District to 4,050,000 gallons.

The district's water pressure and pipelines and supply more than satisfies state requirements for the combined fire and maximum day flows as defined under California Administrative Code Title 22, Chapter 16, Article 2, Section 64562.

SAN LORENZO VALLEY WATER DISTRICT

The San Lorenzo Valley Water District supplies water service to the Pasatiempo Pines area of Scotts Valley. The District provides service to 516 customers in this area. Service is provided by three ground wells numbered Paso 5, Paso 6, and Paso 7. All of these ground wells, located near the Santa Cruz County Probation Center, combine for a total pumping capacity of 700 gallons per minute.

Four additional ground wells are off-line and not in production due to damage from the 1989 Loma Prieta Earthquake or low flows of water. These four ground wells, Paso 1 (Old Probation), Paso 2 (Hidden Glen), Paso 3 (Estrella) and Paso 4 (Champion) are maintained as monitoring sites for the assessment of groundwater management.

Within the Scotts Valley portion of the San Lorenzo Valley Water District there are three major storage facilities. These facilities have a combined storage capacity of 390,000 gallons. The transmission and distribution system contains 2.8 miles of 6-inch mainline and 1.8 miles of 8-inch mainline. Facilities and service is adequate to serve Scotts Valley's demand (personal communication, James Mueller, District Manager, March 1991 and Annual Resource Management Policy Report for the City of Scotts Valley, February 2, 1994).

PRIVATE WELLS

There are a number of private wells in the Scotts Valley area that provide water for residential, commercial, and industrial uses (Table PS-6). The Scotts Valley Water District monitors many of these wells for water levels and water quality. There are three large mobile home parks in Scotts Valley and only one, Spring Lakes, has its own water system. Monteville is supplied by SVWD and Vista Del Lago is supplied by SLVWD. However, both of these parks have irrigation wells. Several other private wells are for irrigation use only. Many of the small residential and commercial irrigation wells have gone dry during the last few years due to; (1) sewerage of the Pasatiempo Pines area; (2) long term drought; and (3) the 1989 earthquake. SVWD or SLVWD now serve most of these residential and commercial users. Water usage from private wells is not metered. It is estimated by David Keith Todd Engineers, that their total demand does not exceed 200 acre feet per year in the Scotts Valley Planning Area. Private wells are discouraged by both the City of Scotts Valley and Scotts Valley Water District. Permits for well drilling must be obtained from the water districts and those are only issued under special circumstances.

TABLE PS-6
Major Private Wells in the Scotts Valley Planning Area - 1984

<u>Well</u>	<u>Capacity (gpm)</u>
Fern Grove Club	10
Hidden Meadows	45+
Interdesign	100+
Mission Springs	---
Mountain Brook	20
Spring Brook Park	---
The Village	25
Watkins-Johnson	49
Spring Lakes	170
Vista del Lago	250+
Manana Woods	140+
Hidden-Glen	25 - 30

Source: North-Central Santa Cruz County Water Supply Master Plan.

Television and Radio Communication

This section addresses television and radio stations providing service to the Scotts Valley area. They constitute a public service and are a primary source of information and entertainment.

Scotts Valley is served by broadcast stations, available through antennas and by Cable T.V. Due to the local geography, the primary broadcasts are received from Monterey and Salinas. Cable T.V., through TCI Cable, serves approximately 3,600 Scotts Valley customers with a recently upgraded 78 channel capacity system. TCI Cable's county-wide operations is located in a new facility on Whispering Pines Drive in Scotts Valley.

Radio Commercial radio stations as well as public stations operate under guidelines set up by the Federal Communications Commission. As a commitment to serving the community, commercial stations in particular are required to carry out public service broadcasting. As of November, 1991, there were 36 FM stations and 24 AM radio stations available in Scotts Valley

Telephone Services Telephone services are provided throughout the county by Pacific Bell. Isolated residents can pay to have a telephone line extended to their home. When this occurs, telephone rates are assessed either by toll charges or through regular exchange service charges.

Current and Future Service The present and planned telephone service is generally adequate. However, Pacific Bell is currently expanding telephone conduit capacity in those areas where growth is expected or where existing conduit capacities are inadequate.

Underground Telephone Lines Underground lines, although more expensive to install, are more aesthetically pleasing, better protected from the elements, and require less frequent maintenance than do above ground lines. The State Public Utilities Commission provides that a local jurisdiction may create underground utility districts. The "Underground Utility District" is in effect for all of the area presently within the City of Scotts Valley. This means that all telephone service provided to new construction sites will be installed in the underground.

Aerial to Underground Conversions The City has an underground program to provide for the orderly removal of existing poles and overhead wires.

The City can, after holding a public hearing, create an ordinance for the removal of overhead utility lines, and convert to underground if it finds that public necessity, health, safety or welfare requires such removal and underground installation.

The State Public Utility Commission tariff schedule determines the cost responsibilities to the utility, City, and property owners.

Electrical and Gas Service

Electrical power is provided in Scotts Valley by Pacific Gas and Electric Company (P.G. & E.). P.G. & E. is an investor-owned company which is regulated by the California Public Utilities Commission.

Electrical power is generated by the fossil fuel power plant located at Moss Landing. The Moss Landing plant is one of the largest fossil fuel power plants in the world, using about 75% gas and 25% low sulfur oil to generate electricity. The Moss Landing plant has an on-shore fuel oil storage area east of the plant with a capacity of 5.75 million barrels. The plant uses 70,000 barrels of oil per day and can generate enough electricity to supply four cities the size of San Francisco.

One hundred fifteen kilovolt power lines extend to the Camp Evers substation from the Green Valley substation.

PG&E also provides natural gas to areas in Scotts Valley. Those areas not serviced by PG&E rely on other energy sources, such as butane, propane, electricity, wood and solar.

Library

In April 1990, the Library Oversight Committee adopted A Plan for the Decade of the 1990's ("Plan"). The Plan is a design for how the Santa Cruz Public Libraries can provide service to the county by the year 2000. The Plan includes a new Mission Statement for the library system and defines service roles for the library's branches.

"The Library System's Mission is to provide materials and services which help community residents meet their personal, educational, cultural, and professional information needs. Special emphasis is placed on meeting the needs of county residents for information about local resources, on stimulating young children's interests and appreciation for reading and learning, on providing popular reading and other materials, and on providing educational enrichment for elementary and secondary school-aged youngsters.

To achieve this Mission, and to organize, define, and maximize service, the Plan identifies five primary Service Roles as appropriate for the Santa Cruz Library System. The Service Roles, which are more fully explained in the Plan are:

Reference and Community Information Library
Early Childhood Library Services Center
Popular Materials Library
Educational Enrichment Center for Elementary and
Secondary School-Aged Youngsters
Community Activities Center

Each Service Role has implications for collection development (the kinds of books and other materials the Library System will acquire), kinds of services offered, and what the Library will not attempt to do.

The Long Range Plan uses a Tier System of branch development which envisions different Service Roles, and allocates different collection sizes and service levels by size of Branch. Tier I branches are neighborhood libraries with 1 book or book equivalent item per capita. Tier II branches house an additional 1.5 book items per capita and have staff and resources sufficient to respond to a greater number of reference and information queries. One Tier III branch houses an additional .5 book or book equivalent items per capita, responds to the greatest number of reference queries, and provides administrative and technical support to the whole system. The Tier System assumes that all branches are connected by an integrated online automation system.

The Scotts Valley library is a Tier I branch and leases space in the Kings Village Shopping Center off Mt. Hermon Road. The Plan designates the Scotts Valley branch a Tier II facility on the assumption that it will be constructed as part of the Scotts Valley redevelopment project.

Under the Plan a new library would be opened in FY '96-'97 to serve San Lorenzo and Scotts Valley residents. The current Tier I branch would be closed.

PUBLIC SERVICES AND FACILITIES

Government Facilities and Services

GOAL

PSG-513 TO PLAN AND PROVIDE FOR ADEQUATE AND EFFICIENT CITY GOVERNMENT OFFICES AND COMMUNITY FACILITIES TO ACCOMMODATE THE EXISTING AND FUTURE NEEDS OF THE CITY.

Objective

PSO-514 Construct a new police department facility.

Policy

PSP-515 Based on sufficient funding, the City shall provide funds, facilities, and equipment to the Police Department at a level necessary to maintain its efficient functioning.

Action

PSA-516 The City should include acquisition of land and construction of police facility in long range Capital Improvement Program.

Objective

PSO-517 Computerize all of the City's department operations.

Policy

PSP-518 Depending on sufficient funding, the City shall provide personnel, equipment and training to place necessary data on computers.

Action

PSA-519 During annual budget review, the City Council should assess the present and future requirements of the departments and allocate a budget commensurate with the City's needs and resources.

PSA-520 The City Council should include computer costs in the Capital Improvement Program.

PSA-521 Annually the building division will reassess the building permit valuation based on I.C.B.O. Building Standards.

Police and Fire Services

GOAL

PSG-522 TO SUPPORT THE PROVISION OF POLICE AND FIRE SERVICES AT LEVELS ADEQUATE FOR THE PROTECTION OF LIFE AND PROPERTY.

Objective

PSO-523 Support measures to improve and enhance the capability of the Police Department.

Policy

PSP-524 Depending on sufficient funding, the City shall continue to provide personnel, facilities, equipment, and training to the Police Department at a level determined by the City Council necessary to maintain appropriate standards for public safety and response time.

Actions

PSA-525 The police department shall prepare a "long range operations plan" regarding the ability to maintain its current level of service. The plan shall include the police department's short term and long range goals and the programs necessary to accomplish the goals.

PSA-526 During annual budget review, assess the present and future requirements of the police department and allocate a budget commensurate with the City's needs.

PSA-527 The police department will reduce opportunities for criminal action through highly visible law enforcement within the City through swift investigation and apprehension of suspected criminals, and through increased public awareness of personal safety and property security techniques.

PSA-528 The police department will strive to maintain a maximum 3 minute response time to a "Code 3" emergency within the City, 24 hours a day.

Policy

PSP-529 The City shall promote efforts to organize community crime prevention programs.

- PSA-530 Actions
The police department will continue to emphasize increased community involvement and participation in defining community needs, establishing priorities, and developing programs to meet these needs. The police department will promote neighborhood crime prevention programs like "Neighborhood Watch".
- PSA-531 The City shall continue to support a juvenile program.

- PSO-532 Objective
Ensure that police and fire services are available to serve development in the City.

- PSP-533 Policy
The City shall require that all new development proposals and/or changes in land use be referred to the police department for law enforcement evaluation and to the fire department for evaluation of fire and life safety issues.

- PSA-534 Action
As a part of standard permit and land use change processing, the planning department will continue to refer proposals to the police and fire chiefs for review and comment prior to preparation of the city staff report.

Health and Medical Services

-
- PSG-535 GOAL
TO IMPROVE THE AVAILABILITY AND ACCESSIBILITY OF HEALTH AND MEDICAL SERVICES TO ALL RESIDENTS OF THE PLANNING AREA.
-

- PSO-536 Objective
Increase the availability of health and medical services as necessary to meet the needs of Planning Area residents.

- PSP-537 Policy
The City shall encourage public and private health care providers to expand their services or to locate in the City consistent with environmental constraints and the needs of local residents.

PSA-538

Action

The City Council should direct the City Manager to encourage health care providers to expand or locate in the City consistent with the resident need.

Educational Facilities

GOAL

PSG-539 TO PROVIDE A BROAD RANGE OF EDUCATIONAL OPPORTUNITIES FOR RESIDENTS OF THE PLANNING AREA BY ENSURING THAT PUBLIC SCHOOL FACILITIES REMAIN ADEQUATE TO ACCOMMODATE THE GROWTH OF THE PLANNING AREA, IN AN ENVIRONMENT WHICH ADDRESSES THE SAFETY OF SCHOOL CHILDREN GOING TO AND RETURNING FROM SCHOOL, AND ASSURES COMPATIBILITY BETWEEN SCHOOL FACILITIES AND OTHER LAND USES.

Objective

PSO-540 Encourage communication and cooperation between the City, applicants for residential development projects and appropriate educational districts and agencies to ensure that adequate, safe school facilities and services are planned to provide a quality educational environment for the Planning Area's anticipated growth.

Policy

PSP-541 As part of the environmental review process, the City shall evaluate new residential developments for their potential impact on student enrollment in the public school system. Applicants for approval of residential development projects will be expected to demonstrate that adequate mitigation measures will be in place to offset the identified increase in student enrollment directly related to the residential development project. The adequacy of the proposed mitigation measures shall be determined on a case by case basis, consistent with the stated goals, objectives, policies and programs under the City's General Plan. Consideration of adequate mitigation measures shall include, but not be limited to, those measures set forth under California Government Code Section 65996.

Actions

PSA-542

The City should assess the impact of proposed residential development on public school facilities and resources. Impact assessment shall include, but not be limited to, data submitted by the Scotts Valley Union School District addressing student enrollment projections and the capacity of existing public school facilities.

PSA-543

Unless otherwise limited by State law, the decision-making body may require, as a condition of approval of the development project, adequate mitigation measures to be undertaken to address the identified impact on public school facilities related to the development project's increase in student enrollment.

PSP-544

Policies

Appreciating their continued presence as definite assets to the local environment, the City shall coordinate with private school facilities in the implementation of campus plans.

PSP-545

The City Council shall continue to meet and confer with school districts as appropriate to assist in establishing a high school for Scotts Valley students.

PSP-546

The City shall encourage school administrations to enable non-school hour use of their facilities by the public through updating and maintenance of the Joint Facilities Use Agreement.

PSA-547

Action

The City Council should establish a cooperative program between the school districts and the City. Special emphasis should be given to a cooperative effort between the Parks and Recreation Commission and the school districts to provide the recreational needs of the City's residents.

PSP-548

Policies

The City shall ensure that school children are provided safe pedestrian and bicycle travelways to and from schools.

PSP-549

The City shall advocate off-street loading/unloading zones for pick-up/delivery of school children by private vehicles.

PSA-550

Action

During permit processing, development, and design review, the City shall consider the need for sidewalks, bicycle lanes, and passenger loading and unloading facilities when planning or considering roadway improvements from residential areas to schools.

PSP-551 Policy
The City shall ensure that traffic speed controls are provided and enforced during school hours and along school children's travelways.

PSA-552 Action
The City should post reduced speed limits during school hours and post school crossing signs.

PSP-553 Policy
The City shall require that any development under construction near or adjacent to school children's travelways include special safety measures, such as fenced enclosures and construction traffic controls, and off-site improvements needed to mitigate hazardous conditions.

PSA-554 Action
This school safety measure shall be added as a standard permit condition for new construction near or adjacent to school children's travelways. In order to avoid impacting school children's travelways, the City may require that development contribute to the cost of off-site improvements needed to mitigate hazardous conditions resulting from those developments or provide an alternate travelway.

PSP-555 Policy
The City shall coordinate with appropriate school or college districts in planning future land uses adjoining school or college sites.

PSA-556 Action
The Planning Department shall submit any General Plan amendments, rezonings, or project development proposals for properties adjacent to existing or future school sites to the appropriate school district for review and comment prior to preparation of the City staff report.

Services and Utilities

GOAL

PSG-557 TO PROMOTE THE ADEQUATE PROVISION OF SERVICES AND AN EFFICIENT SYSTEM OF PUBLIC UTILITIES.

Objective

PSO-558 Promote adequate water service for residents of the Planning Area.

Policy

PSP-559 The City shall cooperate with the water districts which serve the Planning Area and with owners of private wells to promote water service, infrastructure improvements, and sound resource management.

Actions

PSA-560 Amend the City Code to require service connections to a public utility for new development.

PSA-561 The City shall support assessment districts in development areas to extend and replace water lines. The extension of water lines will promote water service. Resource management is promoted by the replacement of old and leaky lines.

PSA-562 The City shall condition new development to extend water lines and increase their capacity as necessary.

PSA-563 Participate in a basin-wide groundwater management program. Consult with the Scotts Valley and San Lorenzo Valley Water Districts to determine the effects of proposed private well development on basin-wide groundwater management.

PSA-564 In September or October of each year, the City Council shall meet with the Water Districts to discuss Groundwater Basin Management Plans (AB3030) including recharge, wellhead protection zones, and safe yield. The City will determine actions necessary to assist the Water District in meeting the goals of the AB3030 plans.

PSA-565 The provisions of City Council Resolution #1413 regarding Water Conservation shall be incorporated into the Design Review handbook.

PSA-566 Chapter 15.12 of the City Code regarding greywater reuse shall be amended as necessary to be consistent with new state requirements.

PSA-567 The City Council shall request the Scotts Valley and San Lorenzo Valley Water Districts and the County of Santa Cruz incorporate a private well monitoring program into their annual reports.

Policy
PSP-568 The City shall not allow existing or new private wells to serve new development.

Objective
PSO-569 Ensure adequate levels of wastewater treatment.

Policy
PSP-570 Sewage disposal shall be in accordance with the City's Wastewater Plan.

Actions
PSA-571 The Public Works Department shall update and monitor the current wastewater disposal plan annually to meet the demands of the service area.

PSA-572 The Public Works Department should plan improvements and propose funding to ensure adequate levels of wastewater treatment are available to meet the demands of the service area.

Objective
PSO-573 Promote orderly disposal of solid wastes in a manner which will protect the environment and ensure the continued health and safety of Planning Area residents.

Policy
PSP-574 The City shall coordinate with the Santa Cruz County Integrated Waste Management Plan.

Action
PSA-575 The City shall continue active involvement with the Santa Cruz County Integrated Waste Management Plan Committee.

Policy
PSP-576 The City shall comply with "the California Integrated Waste Management" (AB939) by establishing mandatory public and private source reduction and recycling programs.

Action

PSA-577 The City Council shall continue mandatory curbside recycling by City Ordinance.

Objective

PSO-578 Provide for adequate and safe public utilities.

Policy

PSP-579 The City shall designate areas for utility sites and access corridors.

Actions

PSA-580 The City should amend the zoning ordinance to designate properties owned by public utilities for public and quasi-public use.

PSA-581 The City shall condition development to provide utility sites and access corridors.

Policy

PSP-582 All utility installations shall be designed and constructed to minimize damage from identified geologic hazards.

Actions

PSA-583 As a part of the environmental review process, the Planning Department should assess the potential significant impacts associated with utility installation proposals and require full mitigation.

Objective

PSO-584 Promote aesthetic placement of utility lines and installations.

Policy

PSP-585 The City shall encourage the placement of existing power transmission lines, power distribution lines, and communication lines underground.

Action

PSA-586 The City should form underground utility assessment districts, or a municipal facilities district, to place existing overhead lines underground.

Policy

PSP-587 The City shall require the extension of new power distribution lines and communication lines underground.

GOAL
PSG-588 PROVIDE AN ADEQUATE LIBRARY TO SERVE THE PLANNING AREA
AND THE REGION.

PSO-589 Objective
Construct a new Tier II library for the Santa Cruz
County Library system in the City of Scotts Valley.

PSP-590 Policy
Coordinate with the County Library's Plan for the
Decade of the 1990's.

PSA-591 Actions
In cooperation with the Santa Cruz County
Library Board, the City Council should assess
the costs of a new Tier II library.

PSP-592 Policy
Maintain maximum access to library facilities
within budgetary constraints.

PSA-593 Actions
The City shall evaluate opportunities to
establish and maintain shared library
facilities with other public agencies.

PSA-594
The City shall seek to retain a seat on the
library oversight committee and lobby for
extended operating hours for Scotts Valley
facilities.

GOAL
PSG-595 TO PROVIDE PUBLIC SERVICES TO MEET THE NEEDS OF A
CHANGING POPULATION.

PSO-596 Objectives
Support a variety of social services for youth, adults
and seniors in Scotts Valley.

PSP-597 Policy
The city shall be aware of opportunities to
support new social programs or enhance existing
programs and provide social services commensurate
with city budgetary limits and citizens ability to
pay.

Actions

PSA-598

The City will conduct annual joint study sessions with the various city commissions and boards to discuss existing and proposed programs of benefit to the residents such as child care, youth centers, crisis support, and senior services.

PSA-599

On an annual basis, the City Council shall re-evaluate application and impact fees and adjust them as appropriate.

PSA-600

The City shall work with the Volunteer Bureau of Santa Cruz, to use volunteers to enhance the work of the City and disseminate information on various programs available to the residents.

PSA-601

The City shall encourage the Scotts Valley School District to utilize school buildings and grounds to the fullest extent possible.

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updated per 6/20/94 City Council meeting

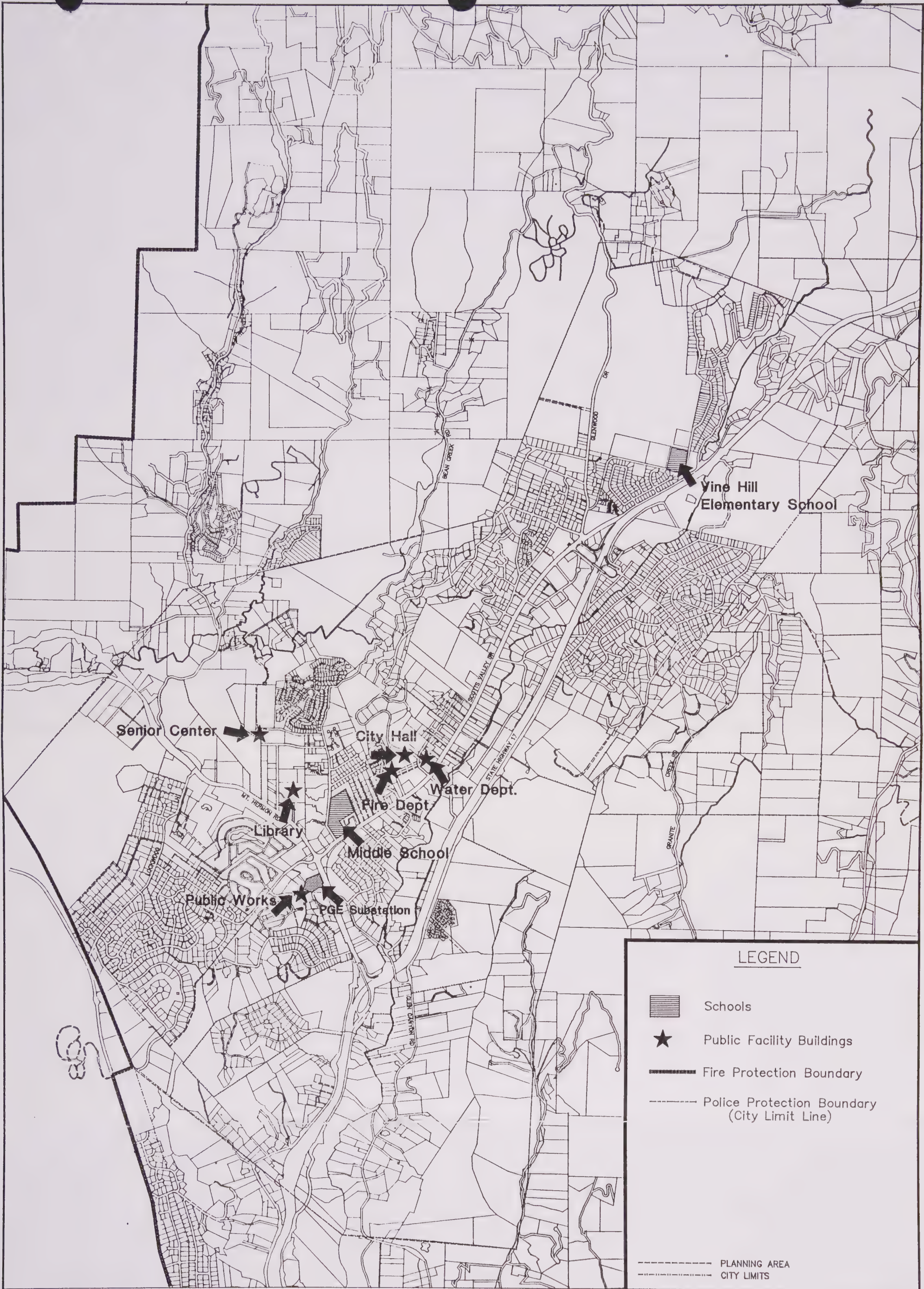
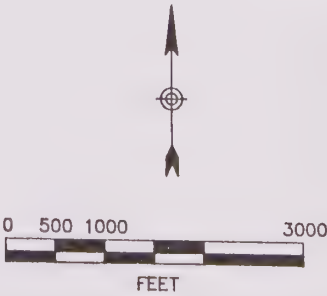


Figure:
PS-1

City of Scotts Valley
General Plan
Public Facilities

DISCLAIMER
THIS MAP WAS DEVELOPED PRIMARILY FOR THE GENERAL PLAN.
THE CITY IS NEITHER LIABLE NOR RESPONSIBLE FOR USE OF THIS
MAP BEYOND ITS INTENDED PURPOSES.

BASE MAP: LYNX Technologies



CHAPTER VIII

PARKS AND RECREATION

The Parks and Recreation element is an optional General Plan Element adopted at the discretion of the local agency. The purposes of this element are to ensure that future needs for recreational land and facilities in the Scotts Valley Planning Area are met and that existing recreational opportunities are maintained and enhanced as appropriate.

Recommended by Parks and Recreation Commission July 18, 1991
Recommended by Planning Commission to Council August 15, 1991
Accepted by City Council September 18, 1991

PARKS AND RECREATION

BACKGROUND:

Between 1980 and 1990, California's population increased 26% to over 30 million people. The movement of people and jobs to the West is expected to continue to the turn of the century. The growth brought with it economic benefits: a burgeoning economy, employment opportunities and improved tax base. But growth blessings have also meant added problems. The challenge is in dealing with major regional issues that will continue into the 90's. These include, but are not limited to, lack of affordable housing, increased traffic, air pollution and vanishing open space.

This element presents data to describe the residents of Scotts Valley and the parks and recreational facilities and programs. The data was used to assess deficiencies in the parks and recreation facilities and programs. This assessment lead to the goals, objectives, policies and programs necessary to provide Scotts Valley citizens with the level of service they want.

Discussion in this element includes active and passive recreation. Most, but not all, of the lands designated Open Space (OS) or Public-Quasi Public (P) in the Land Use Plan are included. The Open Space/Conservation element includes the remainder of the open space land preserved for the managed production of resources and for public health and safety.

DEFINITIONS:

Parks

Parks are lands zoned and/or dedicated and developed for recreational use. Open spaces with hiking trails are also considered parks in this Element.

Recreation

The concept of recreation is changing and flexible. For this Element, recreation is generally defined as the participation in recreational activities for the purpose of mental and physical stimulation and general well being. Recreation facilities generally include, but are not limited to, the types of facilities which provide for activities listed in Table 1.

DATA AND ANALYSIS:

Existing and Projected Population

Between 1960 and 1990, the population of Scotts Valley has grown from 3,437 to 8,615. Table 2 and Figure 1 depict the population growth since 1960. The annual average growth rate over the thirty year period is 3.11%.

Three population forecasts to the year 2005 AD are depicted in Table 3, buildout of the General Plan. The lowest population figure 12,046, is based upon the growth rate between the 1980 and 1990 US Census. The highest population is 16,914, based upon the growth that AMBAG (Association of Monterey Bay Area Governments) has analyzed to be Scotts Valley's "fair share of regional housing".

Population projections can also be analyzed in terms of the holding capacity of the General Plan. The current land use designations of the General Plan have various capacities of development that will affect the population. Low, moderate, or high intensity residential development of the various residential land use designations will yield various populations. The population at buildout of the General Plan would be approximately 11,500; 15,000; or 18,000 people, depending upon a low, moderate or high intensity development, respectively. The City Council has accepted 15,000 as a reasonable population figure and based development fees accordingly.

Age Distribution, Ethnicity, and Special Needs

Table 4 presents information regarding ethnic composition and age and sex characteristics for Scotts Valley between 1960 and 1980. The 1990 projection used the same percentages as the 1980 decennial census. Ethnic composition in Scotts Valley changed very little from 1960 to 1980, with very few ethnic minorities found within the City's population (6.5% of the total population).

Persons of spanish origin make up over half of the non-white population, followed by persons of Asian background, comprising nearly one-fourth of the non-white population.

AMBAG has recently completed a population forecast, projecting age ranges to the year 2005. AMBAG's projections are shown in Table 5 and Figures 2 and 3. The largest age group and the fastest growing is 18-64 years, expanding 19% between 1990-2000.

The California Statewide Housing Plan Update, October 1990, suggests two significant characteristics of the changing age structure within the next ten years. First, "during the 1990's, although the total population will be increasing, there will be negligible changes in the number of the youngest adults, those under age 25.

Consequently, this group will be decreasing as a percentage of the population pool from which households are formed". Second, "The greatest growth in the 1990's will occur in the 45-54 year old age group... it has the highest household incomes and the highest home ownership rate. It also has the highest percentage of married couple households and an above average household size."

The predominate population groups with special needs include low income and single parent households. In 1980, about 33% of the households in Scotts Valley were considered low income, making 80% or less of the county's median income. Single parent households included 156, representing 6% of the City's total households. If the same percentage holds true in 1990, these groups will especially benefit from the park and recreation amenities of the City.

Population Distribution and Density

The majority of single family residences are clustered in three large neighborhood areas. In the northern part of Scotts Valley is the Granite Creek area (east of Highway 17), and the Hacienda area (west of Highway 17). The third neighborhood is in the southern part of the City, in the Whispering Pines/Lockewood Lane area. A smaller neighborhood with similar densities is located in the Oak Creek area.

High density zoning with duplexes, vacant and/or under-utilized land is located in the Terrace View/Blake Lane/Jolley Way area (east of Bean Creek Road, northwest of Scotts Valley Drive). This area has potential for increased densities through redevelopment or construction on vacant parcels.

The City's commercial and industrial developments are located in three central areas: in the east along Green Hills Road, in the south, along Mt. Hermon Road and north to south in a linear path along Scotts Valley Drive. These commercial and industrial developments employ approximately 4,500 persons. Based upon a 1991 traffic survey of Borland International employees, over 80% of the employees do not reside in Scotts Valley. By 1996, the projected number of employees will be 6,627, 5,302 who commute into the City.

The Parks Master Plan stipulates acreage required for residents but does not address the impacts the commercial and industrial developments place on the limited public recreation facilities. Currently commercial and industrial development pay no recreation impact fees nor have any requirements to provide recreation areas.

PARKS AND RECREATION FACILITIES

Background Information Parks and recreation facilities are provided by the City of Scotts Valley, the School District, and the private sector. This section provides a detailed accounting of existing public and private parks and recreation facilities in Scotts Valley. The total park acreage for active recreation uses is shown on the three following tables.

TABLE I -Existing & Proposed City-owned Active Recreation Acreage

<u>Name</u>	<u>Ownership</u>	<u>Acreage</u>
Morrow Property	City of Scotts Valley (flood plain)	.5
Gateway Park North	City of Scotts Valley	.5
Granite Creek Rd Park	City of Scotts Valley	.5
Kentwood Court	City of Scotts Valley	.5
Senior Center	City of Scotts Valley	1.0
Quarry Park	City of Scotts Valley	2.2
MacDorsa Park	City of Scotts Valley	5.0
Siltanen Park	City of Scotts Valley	<u>7.5</u>
TOTAL		17.7

TABLE II Existing Public Schools with Recreation Areas

<u>Name</u>	<u>Ownership</u>	<u>Acreage</u>
Vine Hill School	Scotts Valley Union School District	4.0
Scotts Valley Middle School	Scotts Valley Union School District	4.5
Brook Knoll School*	Scotts Valley Union School District	<u>4.5</u>
TOTAL		13.0

*Located in unincorporated area.

TABLE III Existing Private Recreational Areas

<u>Name</u>	<u>Ownership</u>	<u>Acreage</u>
Valley Gardens Golf Course	Private	15.0
Rifle Range	City of Scotts Valley Leased to private club	1.0
Scotts Valley Roller Rink	Private	<u>1.0</u>
TOTAL		17.0

City of Scotts Valley

The park and recreation programs are administered by the Recreation Division of the Public Works Department. The Parks and Recreation Commission, a five (5) member commission appointed by the City Council, is an advisory Commission that oversees the parks and recreation programs.

Scotts Valley owns and maintains three parks/facilities. The major park at the north end of the City, Siltanen Park, has a 47 person capacity community center, three ball fields (one of which is lighted), a soccer field, playground and picnic area. MacDorsa Park, adjacent to City Hall, is developed with picnic areas and open lawns. The Senior Center is located off Kings Village Road and facility operation is partially funded by the City, with the majority of the funding coming from the senior citizens who use the facility. The remaining City-owned sites have yet to be developed. One of these to be developed is the Skypark site, north of Mt. Hermon Road. Approximately 17 acres are proposed for a park site. The development is a joint venture between the City of Santa Cruz and the City of Scotts Valley.

The last official survey of community park and recreation needs was conducted by the Scotts Valley Parks and Recreation Commission in 1975. The survey reached about 10% of the population in the Planning Area. Results of this survey indicated the following order of importance for open space and recreation projects:

1. Neighborhood parks and playgrounds
2. Swimming pool
3. Open space and acquisition of future park sites
4. Tennis courts
5. Community meeting center
6. Landscaping streets and City property.

The survey also questioned residents on their "levels of concern" for various kinds and types of facilities and activities. Items are listed in their order of importance as indicated by the survey:

1. Swimming pool
2. Larger community park
3. Bicycle paths
4. Tennis courts
5. Preservation of Carbonero Creek natural area
6. Open space and preservation of scenic beauty/neighborhood parks
7. Picnic areas
8. Preservation of historic structures
9. Better recreation programs
10. Equestrian trails
11. Girls sports activities/quality living environment
12. Community multipurpose center
13. Motorbike area/go-cart track
14. Bicycle motocross/cultural activities
15. Nature study programs
16. Archery range/commercial recreational facilities
17. Pony and horse track with competition
18. Golf facilities/rifle and pistol target range
19. Amateur theatrical productions
20. Scotts Valley Days events.

In 1988, the Parks and Recreation Commission completed a park activities matrix. Each of nine Commissioners interviewed twenty residents to prioritize programs and facilities they would like to see developed. A pool, tennis courts, community center, bike path and picnic areas ranked highest in the matrix. When the Parks and Recreation Commission presented the matrix information to the City Council, the Council determined that a controlled survey would be more accurate. Although the Council expected to hire a consultant to complete the survey, financial problems beginning in 1989 prevented the City from hiring the consultant. In 1990, Council directed staff to coordinate a no-cost survey with UCSC or San Jose State. The survey is planned for the Fall of 1991.

In the meantime, the Parks and Recreation Commission compared the discussion in the 1986 General Plan and the 1988 matrix. The Commission considered the matrix results representative of the community's concerns, especially in regard to the relative need for open space and recreation projects. Neighborhood parks and playgrounds were still a first priority. Based upon this conclusion, the Parks and Recreation Commission completed the Parks Master Plan and the Council adopted the Plan in May, 1991.

Scotts Valley Union School District. Three schools in the Scotts Valley Planning Area are used by the public for recreational activities. Vine Hill School has a baseball field and four acres of open space. Scotts Valley Middle School has a soccer field and a baseball field (4.5 acres). Brook Knoll School has 4.5 acres of usable recreation fields.

Private Recreation Facilities. Scotts Valley has a privately owned golf course, Valley Gardens Golf Course. This nine-hole golf course is utilized by local residents, as well as persons in the surrounding Planning Area. A roller skating rink, utilized for multiple purposes, is located on Kings Village Road. The Parks Master Plan proposes additional private recreational facilities be encouraged to supplement the City-owned parks. A major site is the Glenwood Golf Course, including an 18-hole golf course, trails and paths in the north-western part of the City.

Open Space Lands and Passive Recreation. The City has developed an open space land use designation. This designation does not apply only to City, County, or privately owned recreation areas. Areas intended for the managed production of natural resources, conservation of habitat, and preservation of biotic resources are also designated as open space. Such areas include, but are not limited to, the following: mineral resource zones, timber preserve zones, riparian setback areas, sensitive habitat, rare and endangered species habitat, and hillside areas of greater than 40% slope.

These types of open space lands are addressed in the Open Space/Conservation element. Lodato Park is part of this recreation element since it can be used for passive recreational purposes, such as outdoor education and picnic areas.

A trails system has been identified by the Parks Commission which connects the various parks and recreation sites. The trails extend from the north to the south part of the City limits. This trail system is intended to link with the County-wide trails currently being proposed. The trails are considered to be passive recreation.

Current and Future Recreation Space Needs. In 1990, the Parks and Recreation Commission prepared the Scotts Valley Parks Master Plan ("Plan") describing City-owned parks and recreation facilities, school district facilities, private recreation, open space and passive recreation areas. In May 1991, the City Council adopted the Plan. The Parks Master Plan proposes the park system ultimately contain 75 acres of active recreation uses. Currently, 13 acres of City-owned parks are developed, including Siltanen, MacDorsa and the Senior Center. As new development takes place, additional park and recreational areas should be designated, in order to maintain the ratio of five acres of park area per 1,000 population. Neighborhood parks should be developed in locations throughout the Planning Area and active recreation facilities should be developed to the fullest extent possible.

Parks and Recreational Financing. Between 1983 and 1990, the City of Scotts Valley received approximately \$83,154 in State funding for nine projects. Funding programs that are currently open to the City are the HUD Open Space Land Program, California State Urban Open Space and Recreational Areas Fund, and the Land and Water Conservation Fund. These programs require submission of an application to the responsible agency.

An alternative source of revenue for parks and recreation that flows directly to the City is authorized by the State Subdivision Map Act and local ordinance. During the subdivision of land, park land is dedicated or fees paid in lieu of dedicating land. Also, a section of the State Vehicle Code enables cities and counties to require developers to dedicate land for bicycle paths (for parcels of 200 acres or more only).

Another source of funding is from residential building permits. In 1990, the City Council completed review of a Cost Control System (MSI) for the City of Scotts Valley. The review included an analysis of service revenues and costs to deliver services, including parks and recreation. As a result of the study, parks and recreation fees, which are collected at building permit issuance stage for all residential development, were reassessed and increased. These fees are paid by developers for existing and future City facilities and are placed in a reserve budget.

TABLE 1
1987 GALLUP POLL OF RECREATION
PREFERENCES IN THE UNITED STATES

Top Sports Activities	Percent Participating (1 or more times during the previous 12 months)	Estimated Number of Participants
Swimming	43%	75,000,000
Bicycling	35%	60,000,000
Fishing	33%	56,000,000
Jogging, Running	28%	49,000,000
Pool, Billiards	26%	44,000,000
Camping	25%	44,000,000
Hiking	25%	44,000,000
Bowling	22%	39,000,000
Softball	22%	39,000,000
Weight Training (net)*	21%	37,000,000
Calisthenics	20%	35,000,000
Volleyball	20%	34,000,000
Basketball	19%	34,000,000
Bicycle touring, Racing	18%	31,000,000
Motorboating	18%	31,000,000
Aerobics, Dancercise	16%	28,000,000
Baseball	16%	28,000,000
Weight Lifting	16%	28,000,000
Table Tennis	15%	26,000,000
Body Building	14%	24,000,000
Hunting	14%	24,000,000
Frisbee	13%	22,000,000
Golf	12%	21,000,000
Tennis	12%	21,000,000
Canoeing, Rowing	11%	19,000,000
Target Shooting	11%	19,000,000
Roller Skating	10%	17,000,000

**Weight Training (net)* activities are those undertaken strictly for weight reduction outside of calisthenics, aerobics, etc.

Source: Gallup Poll, taken July 11th and 14th, and October 24 through 27, 1986, based on personal interviews with 3,098 adults in more than 300 areas across the nation.

Note: There are many forms of recreation which do not appear on this list, but which are common in the Scotts Valley Planning Area, such as soccer and horseback riding.

TABLE 2

SCOTTS VALLEY POPULATION GROWTH
1960 - 1990*

	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>
Population	3,437	3,621	6,891	8,615
Percent Increase		5.30%	18.40%	25.00%
Annual Average Growth Rate		3.50%	4.30%	2.26%

*U.S. Census

FIGURE 1

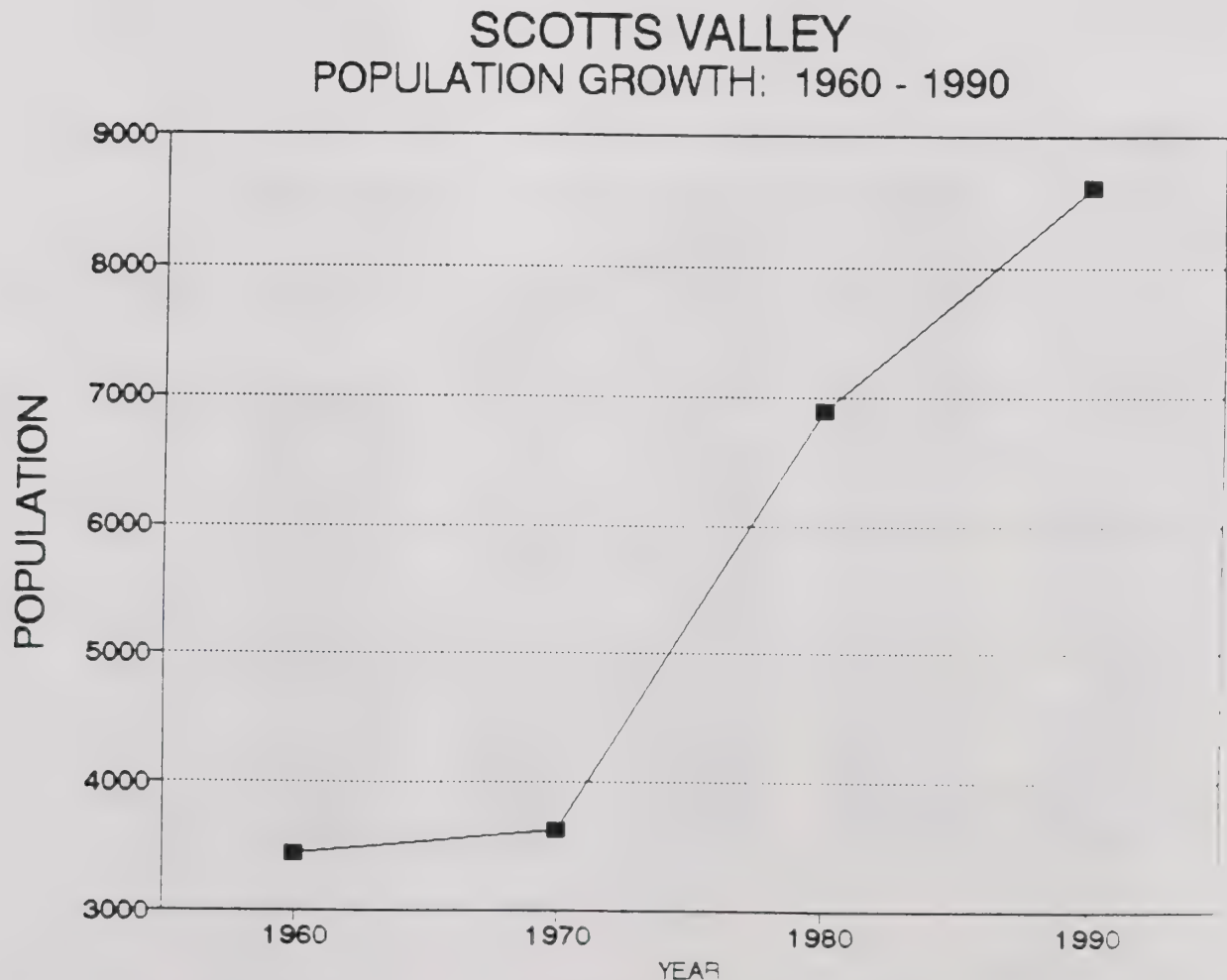


TABLE 3

SCOTTS VALLEY POPULATION FORECASTS
1980 to 2005

<u>Percent Growth</u>	<u>1980</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>	<u>2005</u>
1980-1990 Census: 2.26%	6,891	8,615	9,634	10,772	12,046
1960-1990 Average: 3.11%	6,891	8,615	10,041	11,702	13,639
AMBAG: 4.6%	6,891	8,615	10,787	13,508	16,914

TABLE 4

SCOTTS VALLEY POPULATION CHARACTERISTICS

	<u>1960</u>		<u>1970</u>		<u>1980</u>		<u>1990</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
RACE:								
White	3,418	99.4	3,518	98.8	6,440	93.5	8,055	93.5
Black	3	0.08	5	0.1	24	0.3	26	0.3
Asian	N/A	N/A	N/A	N/A	103	1.5	129	1.5
Spanish	N/A	N/A	N/A	N/A	264	3.8	327	3.8
Others	16	0.4	36	0.9	60	0.9	78	0.9
AGE:								
0-5	305	8.7	361	9.9	410	5.9	508	5.9
6-17	680	19.7	823	22.7	1,183	17.2	1,482	17.2
18-64	1,977	57.5	1,978	54.6	4,208	61.1	5,264	61.1
65 +	432	12.5	533	14.7	1,090	15.8	1,361	15.8
SEX:								
Female	1,740	50.6	1,852	51.1	3,537	51.3	4,420	51.3
Male	1,697	49.04	1,769	48.9	3,354	48.7	4,195	48.7

N/A = Not Available

Source: 1960, 1970 and 1980 U.S. Census
1990 Projections

TABLE 5

SANTA CRUZ COUNTY POPULATION FORECAST SUMMARY

	----10 Years----		----- 5 Years -----		
	<u>1980</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>	<u>2005</u>
0-17 years of age	45,183	55,100	62,200	66,600	70,400
18-64 years of age	118,060	153,100	169,200	181,900	194,200
65 years old & older	24,898	27,900	29,500	31,400	33,000
T O T A L	188,141	236,100	260,900	279,900	297,600

FIGURE 2

SC CO. POPULATION FORECAST SUMMARY

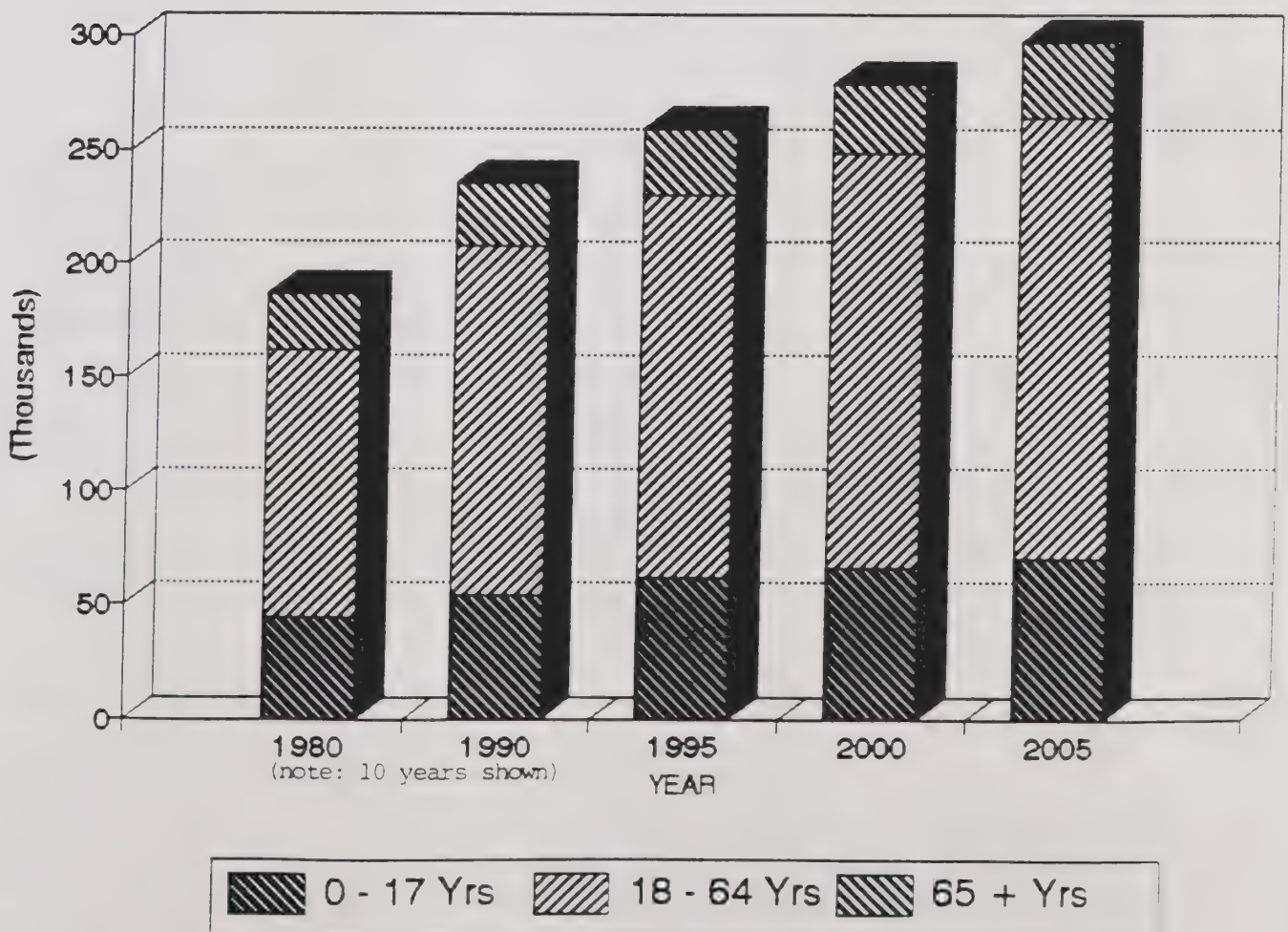
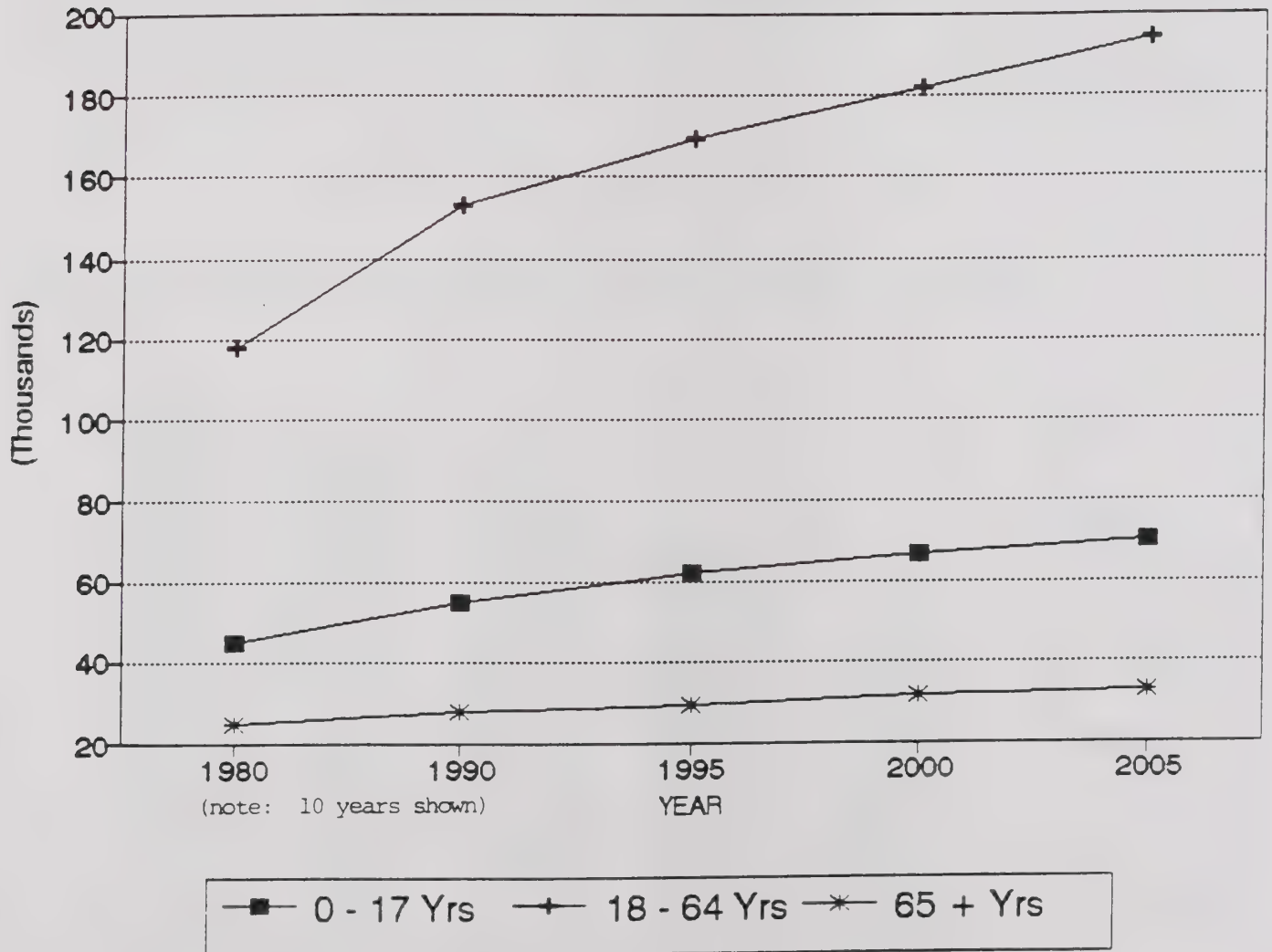


FIGURE 3

SC CO. POPULATION FORECAST SUMMARY



Park and Recreation Facilities

GOAL

PRG-602 TO PROVIDE ADEQUATE PARK AND RECREATION FACILITIES TO
SERVE THE RECREATIONAL NEEDS OF THE CITY.

Objective

PRO-603 Develop and adequately maintain a comprehensive park
and recreation system for a population of 15,000
residents.

Policy

PRP-604 The City shall plan and maintain a park system
that serves the residential, industrial, and
commercial segments of the community.

Actions

- PRA-605 The Parks and Recreation Commission shall
develop specific designs for the park sites
identified in the Parks Master Plan. These
designs should provide recreation
opportunities and facilities to meet the
needs of various target groups: youth, adults
and seniors, with emphasis on lifetime sports
and activities for the expanding adult
population.
- PRA-606 Coordinate park development with population
increases.
- PRA-607 Amend the City Code to require 3 acres of
active park land per 1,000 population.
- PRA-608 Condition development to provide for the
orderly completion of the City's
comprehensive park system, including bicycle
paths and hiking and equestrian trails.
- PRA-609 Maintain staff to work with the Parks and
Recreation Commission to develop and maintain
park facilities.
- PRA-610 The City shall complete the action items of
the Parks Master Plan.
- PRA-611 Planning and Public Works/Engineering staff
shall submit all development proposals for
sites identified in the Parks Master Plan to
the Parks and Recreation Commission for
review and comment prior to approval of the
project.

PRA-612

Amend City Code to require commercial and industrial development to provide open space/recreation facilities within the project. In the alternative, require dedication of land or in-lieu fees for park and recreation amenities.

PRP-613

Policy

The City shall provide the best level of funding to maintain and enhance the park system the City can afford.

PRA-614

Actions

The City shall continue to solicit State open space, park and recreation, and access grants to acquire park land and/or to expand and develop the City's existing park facilities.

PRA-615

Volunteer efforts and private financial resources should be promoted and used in combination with public funds for enhancement, acquisition, maintenance and operation of park and recreation facilities. The Parks and Recreation Commission and/or park specialist should solicit volunteer efforts and private financial resources.

PRA-616

Investigate forming a park and recreation special district.

PRA-617

All commercial and industrial developments shall provide recreational facilities on-site or contribute money to enhance the City's park and recreation system..

PRP-618

Policy

The City shall encourage schools to make recreational areas and facilities available for use during non-school hours.

PRA-619

Actions

As part of the implementation of the Parks Master Plan, the City shall coordinate and establish joint use agreements with local schools to determine when and under what conditions school facilities can be used by the public. This information shall be made available to the public as a part of the City's comprehensive open space/park and recreation program.

PRP-620

Policy

Park and recreation areas shall be planned, developed, and used in a manner which is compatible with adjacent land uses.

Actions

- PRA-621 Locate and design park and recreation areas to provide for ease of access by pedestrians, bicyclists, and equestrians.
- PRA-622 As a part of the City's open space/park and recreation implementation plan, incorporate trails, paths, sidewalks, and bicycle lanes to provide ease of access to and in the identified park and recreation areas.
- PRA-623 Develop existing and design new parks and recreational areas to maximize public access consistent with the City's coordinated access program.
- PRA-624 The City shall work with property owners towards obtaining increased and ultimately full-time access to the trail system of Lodato Park.
- PRA-625 Locate and develop park and recreation facilities to preserve and enhance natural open space, scenic and historic resources.
- PRA-626 The Parks and Recreation Commission shall submit development plans to public safety personnel to insure that access and design of proposed parks and recreation facilities are compatible with standards of public safety.

Hiking and Equestrian Trails

GOAL

- PRG-627 TO PROVIDE A SAFE AND ACCESSIBLE MULTI USE TRAILS AND PATHS SYSTEM THROUGHOUT THE CITY.
-

Objective

- PRO-628 Designate pedestrian, equestrian and bicycle trails for specific trail adoption and development.

Policy

- PRP-629 The City shall integrate the comprehensive multi use trail system plan of the Parks Master Plan with those of adjoining jurisdictions.

Actions

- PRA-630 The multi use trail system identified in the Parks Master Plan should link the Scotts Valley trails with County, State or regional trail systems.
- PRA-631 Where appropriate, trails shall connect with parks and recreational areas.

- PRA-632 Coordinate the construction of multi use trails with the Sierra Club, the Santa Cruz County Horseman's Association, affected property owners and private developers.
- PRA-633 The City shall consider adopting a program and budget for adequate maintenance of trails and easements by the Public Works Department.
- PRP-634 Policy
The City shall require public dedication of trail easements and bike paths in new projects located along adopted routes.
- PRA-635 Action
Require dedication and construction as appropriate of trails and bike paths consistent with the General Plan policies as part of project approval.
- PRP-636 Policy
The City shall identify funding sources to implement pedestrian, equestrian and/or bicycle trails. These shall include State access grants, local revenue sources, other private revenue sources, assessment district financing, and conditions of projects.
- PRP-637 Policy
Promote public safety in planning, design, construction, and use of the multi use system.
- PRA-638 Actions
Adopt specifications for trails and incorporate the specifications into the City's Standard Details.
- PRA-639 Plan and design a separation of hiking and equestrian trails from vehicular roadways.
- PRA-640 For maximum safety, the surface crossings of trails with roads shall be minimized.
- PRA-641 Trail crossings of roads shall be appropriately signed and marked.
- PRA-642 Amend the City Code to prohibit motorized vehicles on hiking and equestrian trails, post the trails with signs prohibiting such vehicles, assess impacts of violations on the police department and establish a level of fines that will pay for damages to public property.

PRA-643 City Council shall consider adopting a budget to provide an adequate sign program and public information to inform trail users of their personal liability on trails.

PRA-644 Work with volunteer groups to develop and distribute maps of walking, biking, equestrian and other trail routes. Maps should show approximate time of travel and distance.

Policy
PRP-645 Develop trails to minimize impact on nature plants and wildlife open space and scenic resources.

Action
PRA-646 The Parks and Recreation Commission shall review development plans for trails and paths and require meandering, relocating and reduction of width where necessary to preserve the environment.

GOAL
PRG-647 TO PROVIDE ADEQUATE RECREATION PROGRAMS TO SERVE THE NEEDS OF SCOTTS VALLEY.

Objective
PRO-648 Develop and maintain a recreation program for residents and employees within the City.

Policy
PRP-649 Periodically reassess the changing needs of the community for recreation programs.

Actions
PRA-650 At least every five (5) years, beginning in 1991, the Parks and Recreation Commission shall facilitate a survey of the residents of the community to determine its preference regarding recreation programs and park facilities.

PRA-651 The Parks and Recreation Commission shall survey the commercial and industrial employees of the City to assess their perceived needs for City recreation facilities.

PRA-652 The Parks and Recreation Commission shall make recommendations to the City Council regarding modifications to the recreation programs and park facilities, based upon the survey(s).

Policy

PRP-653 The City shall provide the best level of funding the City can afford to maintain and enhance recreation programs and park facilities.

Actions

PRA-654 In January of each year, the Parks and Recreation Commission shall review the parks and recreation division's budgets for the new fiscal year and recommend program and budget changes to the City Council to accommodate parks and recreation programs.

PRA-655 The City Council shall refer proposed changes to the Recreation Division's fee schedule and Parks and Recreation Division's budgets to the Parks and Recreation Commission for its recommendation prior to City Council action.

PRA-656 The Parks and Recreation Commission shall advise the City Council regarding the acceptance or rejection of offers of donations of money, personal and/or real property to the City for recreational and park purposes and use and make recommendations where appropriate.

PRA-657 The City Council shall solicit the recommendation of the Parks and Recreation Commission regarding the sale or purchases of lands for park and recreation purposes.

PRA-658 The City Council shall consider committing all money from the sale of park property acquisition for development of park and recreation facilities.

PRA-659 Annually, the Parks and Recreation Commission shall review any childcare program sponsored by the Parks and Recreation Commission in order to insure that the primary focus is on recreational activities.

APPENDICES

PERSONS CONSULTED FOR GENERAL PLAN

* * * * *

Aguilar, Stephany

Chair, Parks and Recreation Commission/Parks and Recreation
Element Task Force

Allender, Ed

Housing Element Task Force, Land Use and Circulation Element Task
Force

Anderson, Ken

City Engineer, Public Works Department/Land Use and Circulation
Element Task Force

Angel, Mel

Assistant Fire Chief, Scotts Valley Fire Protection
District/Safety Element Task Force

Armstrong, Brenda

Recreation Division Manager

Barrett, Cliff

Design Review Boardmember/Open Space and Conservation Element
Task Force

Barry, Regan

Chair Design Review Board/Land Use and Circulation Element Task
Force

Bower, David

Engineer, Pacific Bell

Bray, Joyce

Director of Finance

Brown, Robert

Brown & Kauffmann Properties/Land Use and Circulation Element
Task Force

Brown, Nathan

Brown & Kauffmann Properties/Housing Element Task Force, Land Use
and Circulation Element Task Force

Bruzzo, Berna

Parks and Recreation Commission/Parks and Recreation Element Task
Force

Bush, Tom

Captain, Police Department/Public Services and Facilities Element
Task Force

Butler, Stewart
General Manager, TCI Cable

Caires, August
City Administrator

Clew, David
Industrial Power Engineer, PG&E

Comstock, Charles
City Manager/Public Services and Facilities Element Task Force

Cook, Thomas B.
Deputy Director, State of California-Department of Housing and
Community Development

Criswell, Kathy
State of California-Department of Housing and Community
Development

Geyer, Bob
Wastewater Division Manager, City of Watsonville

Gullings, Ray
Parks and Recreation Commission/Open Space and Conservation
Element Task Force

Hall, Don
Chair, Design Review Board

Hanna, Robert J.
Planning Director/Land Use and Circulation Element Task Force,
Housing Element Task Force, Public Services and Facilities
Element Task Force

Harte, Lynne D.
Planning Commissioner/Safety Element Task Force

Hoge, Sue
Development Director, Housing Authority of the County of Santa
Cruz/Land Use and Circulation Element Task Force

James, Mary
Executive Director, Housing Authority of the County of Santa
Cruz/Housing Element Task Force, Land Use and Circulation Element
Task Force

Johnson, Vern
Design Review Boardmember/Land Use and Circulation Element Task
Force

Juracka, Bernard
Parks and Recreation Commission/Parks and Recreation Element Task
Force, Public Services and Facilities Element Task Force

Keogh, Michael

Contractor/Land Use and Circulation Element Task Force, Safety
Element Task Force

LaCouture, Doctor Andre

Superintendent, Scotts Valley Union School District

Lang, Ed

Councilmember/Safety Element Task Force

Lauderbach, Victor

Bowman & Williams Consulting Civil Engineers/Safety Element Task
Force

Levinson, Susan

State of California-Department of Housing and Community
Development

Lind, Steve

Lieutenant, Police Department

Little, Dick

Public Relations Representative for Redevelopment

Logan, Robert J.

City Attorney/Public Services and Facilities Element Task Force

Lopez, Peggie

Councilmember,/Public Services and Facilities Element Task Force

Maffia, Chuck

Assistant Vice President, Bank of America/Housing Element Task
Force

Mandarino, Robert

Developer/Public Services and Facilities Element Task Force

Martin, Roger C.

Senior Engineering Geologist, State of California-Division of
Mines and Geology-Department of Conservation

Maus, Rob

State of California-Department of Housing and Community
Development

McKinney, Ray

President, Scotts Valley Water District Board

Mueller, James A.

Manager, San Lorenzo Water District

Miller, Joe

Councilmember/Housing Element Task Force, Land Use and
Circulation Element Task Force, Public Services and Facilities
Element Task Force

Miller, Sybille

Century 21 Real Estate/Land Use and Circulation Element Task Force

Mills, James Sidney

Acoustical Consultant, I.N.A.S. Engineering

Newman, Ken

Recycling Coordinator

Norton, Howard

Scotts Valley Properties/Housing Element Task Force

Nunenkamp, David C.

Deputy Director, State of California-Governor's Office of Planning and Research

O'Brien, Tom

Director, Community Mental Health Services

Papadakis, Nicolas

Executive Director, AMBAG

Powers, Ron

Santa Cruz County Planning Department

Quentin, Douglas

Chief Planning and Air Monitoring Division, Monterey Bay Unified Air Pollution Control District

Rockett, Robert

City Engineer, Public Works Department

Sansing, Jon P.

General Manager, Scotts Valley Water District

Schmidt, David

Councilmember/Open Space and Conservation Element Task Force

Scott, Bruce

Fire Chief, Scotts Valley Fire Protection District

Sherman, Earl

CALTRANS

Shulman, Michael

Planning Commissioner/Housing Element Task Force, Land Use and Circulation Element Task Force, Open Space and Conservation Element Task Force

Steiner, Nancy

State Mining and Geology Board

Stubendorff, Dick

Planning Commissioner/Land Use and Circulation Element Task Force, Public Services and Facilities Element Task Force

Taylor, Eric

Parks and Recreation Commission/Open Space and Conservation Element Task Force

Turner, Anne M.

Director of Libraries, Santa Cruz County

Turner, Clara D.

Accountant, Finance Department

Walpole, Stephen D.

Chief of Police

Wildman, Claudine

Parks and Recreation Commission/Parks and Recreation Element Task Force

Williams, Stephen

Senior Regional Planner, AMBAG

SOURCES AND REFERENCES

* * * * *

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RESOLUTION #1119.14

RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF SCOTTS VALLEY
ADOPTING THE 1994 REVISION TO THE GENERAL PLAN

WHEREAS, the City Council of the City of Scotts Valley, has conducted several public hearings between 1991 and 1993 on nine revised elements of the General Plan; and

WHEREAS, the nine elements included seven mandated elements (land use, circulation, open space and conservation, housing, noise, safety) and two optional elements (public services and facilities and parks and recreation); and

WHEREAS, on April 7, 1993, the City Council officially adopted the revised Housing Element, as recommended by the Planning Commission pursuant to state law, which was certified by the Department of Housing and Community Development of the State of California in 1993; and

WHEREAS, the City Council conducted public hearings in 1991, 1992, and 1993 on the remaining eight elements, considered the recommendations of the Planning Commission, and accepted the remaining eight revised elements of the General Plan; and

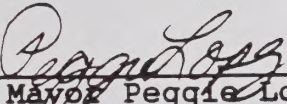
WHEREAS, on March 10, 1994, the Planning Commission conducted a final public hearing on the Draft EIR and revised General Plan, took comments from the public, and recommended the City Council adopt the remaining eight revised elements which were not previously adopted by the City Council; and

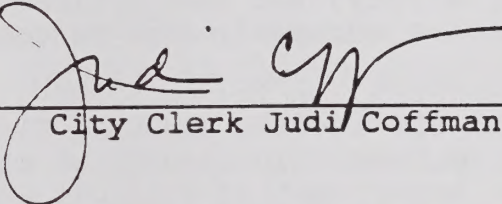
WHEREAS, on April 20, May 14, May 25, and June 6, 1994, the City Council conducted public hearings and took comments on the revised General Plan and considered the written recommendation of the Planning Commission to adopt the revised General Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY HEREBY FINDS THAT the amendment to the General Plan will serve the best interests of the residents of Scotts Valley through the goals and actions stated in the General Plan by guiding the decisions of the appointed and elected officials of the City now, and in the future, and is hereby adopted.

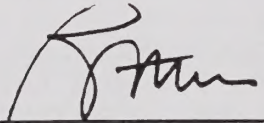
The above and foregoing Resolution was duly and regularly adopted by the City Council of the City of Scotts Valley at regular meeting held on the 20th day of June, 1994, by the following vote:

AYES: Miller, Lopez, Koshland, Schmidt, Shulman
NOES: None
ABSTAIN: None
ABSENT: None

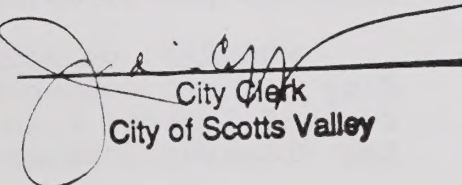
Approved: 
Mayor Peggie Lopez

Attest: 
City Clerk Judi Coffman

Approved as to form:


Robert J. Logan, Attorney

I hereby certify that the foregoing
is a correct copy. The
which is on file in
ce.


City Clerk
City of Scotts Valley

U.C. BERKELEY LIBRARIES



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